

BACKGROUND REPORT

for the Town of Herndon 2030 Comprehensive Plan

DRAFT

March 22, 2007

Town of Herndon

Department of Community Development

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I. INTRODUCTION AND PURPOSE

This report has been created to provide baseline data and other descriptive information on existing conditions within the Town of Herndon. This information was assembled to assist the Planning Commission with the development of a new comprehensive plan for the Town of Herndon. The purpose of this report is to document conditions and to inform debate and discussion as the Town prepares to consider land use plans and other policies affecting the long-range future of the Town.

This background report is not intended to identify and discuss goals, policies and related items. The report does conclude by highlighting some of the planning issues with regard to areas just outside of the Town that will likely affect the development of a new comprehensive plan for the year 2030.

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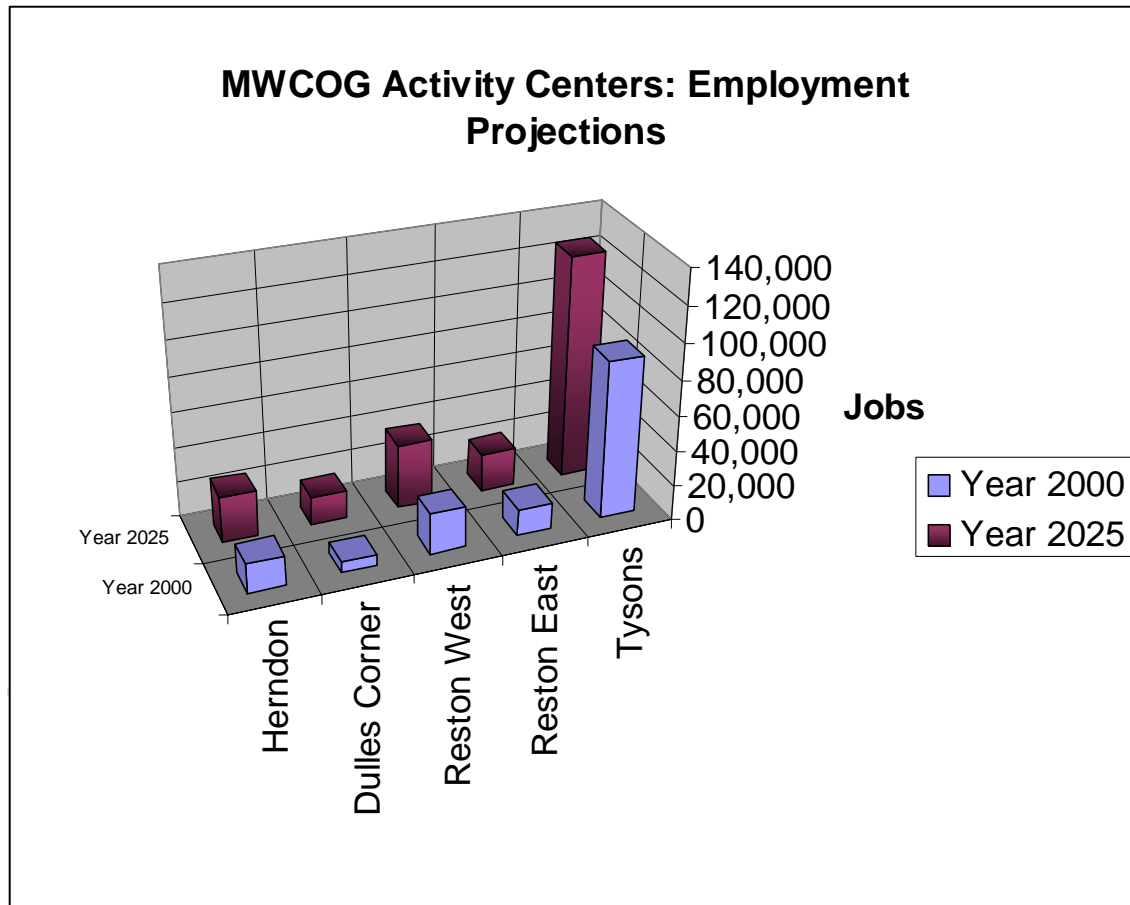
II. REGIONAL CONTEXT AND LOCAL PERSPECTIVE

At the outset of 2007, the Town of Herndon is a mature community with major office and commercial development complementing a wide variety of residential neighborhoods and recreational areas. Most vacant land within the Town has been developed and several sites have been redeveloped in recent years. Residential and commercial growth within the Town and in areas surrounding the Town has been dramatic and vibrant. Since the 1980s in particular, the Town has grown rapidly just as the entire Dulles Corridor has developed and matured.

Employment within the Town of Herndon at the start of 2007 is estimated at over 25,260 jobs, exceeding the size of the estimated resident population of 23,217 persons. Existing commercial and retail development within the Town of Herndon approached 9.5 million square feet of gross floor area. Additional commercial or retail development is under construction or approved for construction through zoning and site planning review processes. These statistics were developed by the Town's Community Development staff using detailed sources.

Many parts of the Town have developed according to the Herndon 2010 Comprehensive Plan, originally adopted in June 1990. Dating back to the early 1960s, the Town has had the benefit of an active planning citizenry with regard to comprehensive plans and specific area plans. Today the Town of Herndon, like other areas in the Dulles Corridor, has realized much of its planned development potential.

Yet a new era of growth in the Dulles Corridor is already under way. Forecasts developed by the Washington Metropolitan Council of Governments predict dramatic job growth rates between the year 2000 and the year 2025 for the regional activity centers of Herndon (59.1%), Reston East (38.3%), Reston West (56.6%), Tysons Corner (42.0%) and Dulles Corner (157.4%). (Source: Metropolitan Washington Regional Activity Centers, A Tool for Linking Land Use and Transportation Planning, MWCOG, July 2002)



Over the next 25 years, population in the Dulles Corridor is expected to increase by 45 percent while employment growth is expected to increase by 63 percent, according to the July 2004 Final Environmental Impact Statement of the Dulles Corridor Rapid Transit Project (“Dulles Rail E.I.S.”). This job growth rate would result in the addition of 185,000 jobs in the Corridor over the next 25 years. The Dulles Rail E.I.S. indicates that “Total Weekday Corridor-related *Work Trips*” are projected to increase from 460,000 trips in year 2000 to 680,000 trips in year 2025. “Total Weekday Corridor-related *Trips*” (total travel trips for any purpose) are projected to increase from 2,150,000 trips in 2000 to 3,210,000 trips in the year 2025.

While Worldgate and some of the other commercial properties within the Town have nearly reached build-out, nearby areas outside of the Town may have the potential for 15-20 million square feet of additional gross floor area. The Dulles Corner area (south of the Dulles Toll Road, between Route 28 and Centreville Road) has the potential to develop 9 million additional square feet of mixed use space in accord with the Fairfax County comprehensive plan, according to the Dulles Rail E.I.S. The Center for Innovative Technology area between the Town’s west boundary and Route 28 in Loudoun County is nearly as large in land area as Dulles Corner. This area has the potential for several million square feet of commercial and mixed use development as well. Comprehensive

planning issues related to these areas outside of the Town are discussed in section IX of this report "Geographic Areas of Particular Interest."

Thus the Town of Herndon finds itself in the middle of a very dynamic environment with growing pressure for development of vacant or underused sites located either within the Town or in these sizeable areas just outside of the Town boundaries. This magnitude of growth implies that an enhanced transportation system will be developed to provide mobility. It also implies that serious planning efforts will be needed to protect and enhance the quality of life for Town of Herndon residents as well as the large number of "daytime residents" who work at jobs located within the Town.

Dulles Rail on the Horizon

While project timelines remain in flux, it now appears that the Metrorail extension of a "Silver Line" from West Falls Church through Tysons Corner, Reston, Herndon and on to Dulles Airport is on track to begin construction within two years, with utility relocations beginning even sooner. Planning efforts must soon address the coming of Metrorail, with both the Herndon-Monroe and Route 28 rail stations located in the Dulles Toll Road right of way near to the Town's southern boundary. The Herndon-Monroe Station will have a pedestrian "touchdown" facility within the Town limits along the northern edge of the Dulles Toll Road right of way.

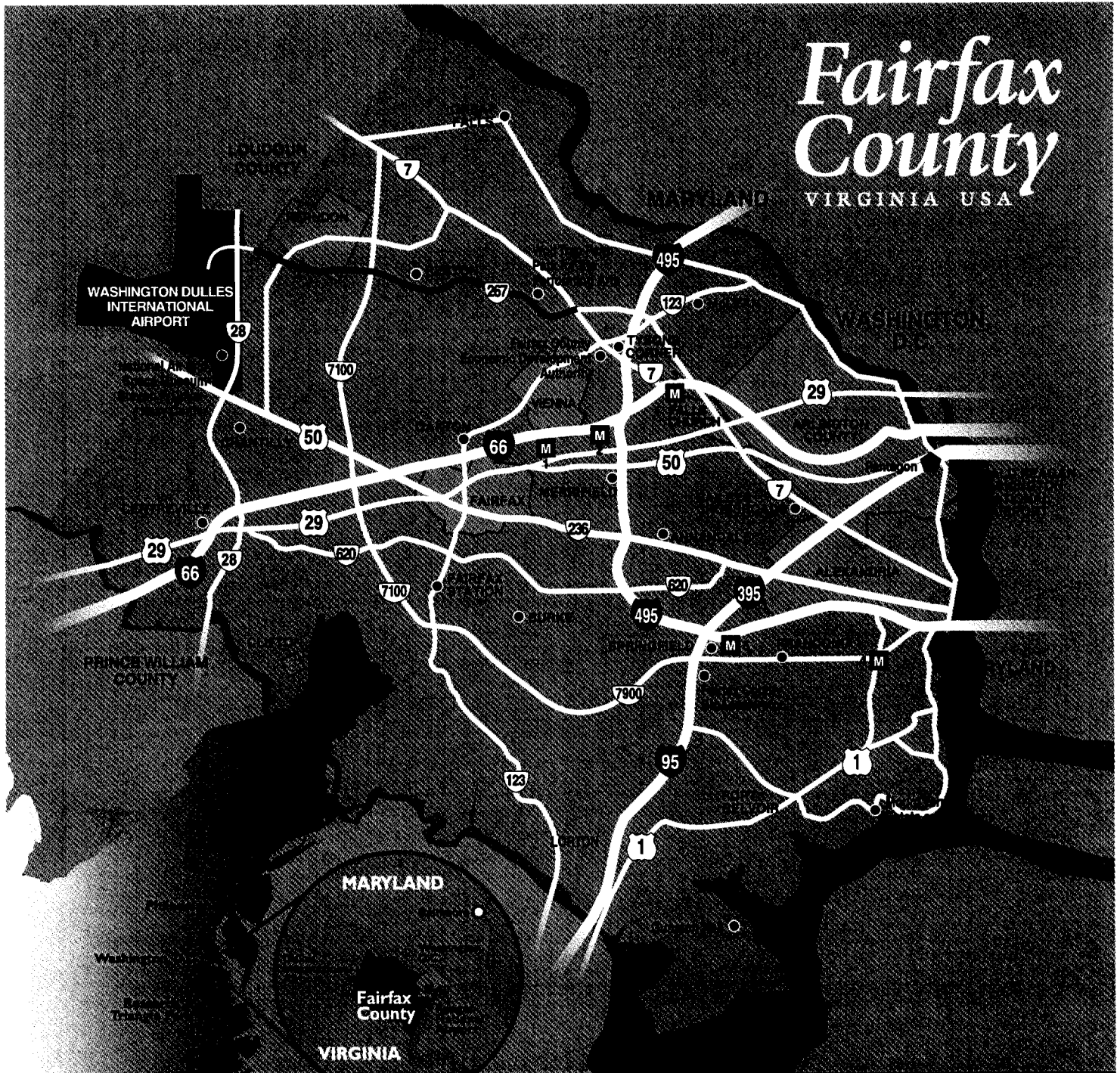
At this writing, the Metropolitan Washington Airports Authority (MWAA) has very recently reached a formal agreement with the Commonwealth of Virginia. MWAA will design, build and finance the Metrorail extension, with emphasis on extending the system through Herndon and on to Dulles Airport and Loudoun County in one continuous phase. MWAA will also take over operation of the Dulles Toll Road. Federal funding for the project is slated to cover 50% of the costs. However, that funding is currently limited to Phase 1 of the project, beginning at East Falls Church and ending at Wiehle Avenue in Reston. Officials hope to conclude a full funding grant agreement with the Federal Transit Administration by the fall of 2007.

Previous plans called for the sources of project funding to be 50% Federal, 25% State and 25% local. The State share will most likely be covered by toll revenues while the Fairfax County share will most likely be covered by an additional tax on commercial property located in the vicinity of rail stations. A significant portion of the commercial property within the Town of Herndon will likely be affected. The Town Council would have to approve any special tax district within the Town limits before it could be enacted by Fairfax County. The County has already enacted a special tax district affecting the Tyson's Corner area along with the eastern portion of Reston. More discussion of the special tax district and a map of the affected area within the Town is included near the end of this report, in the section on "Areas of Particular Interest."

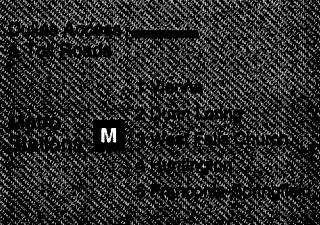
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Fairfax County

MARYLAND VIRGINIA USA



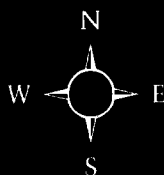
MAP LEGEND

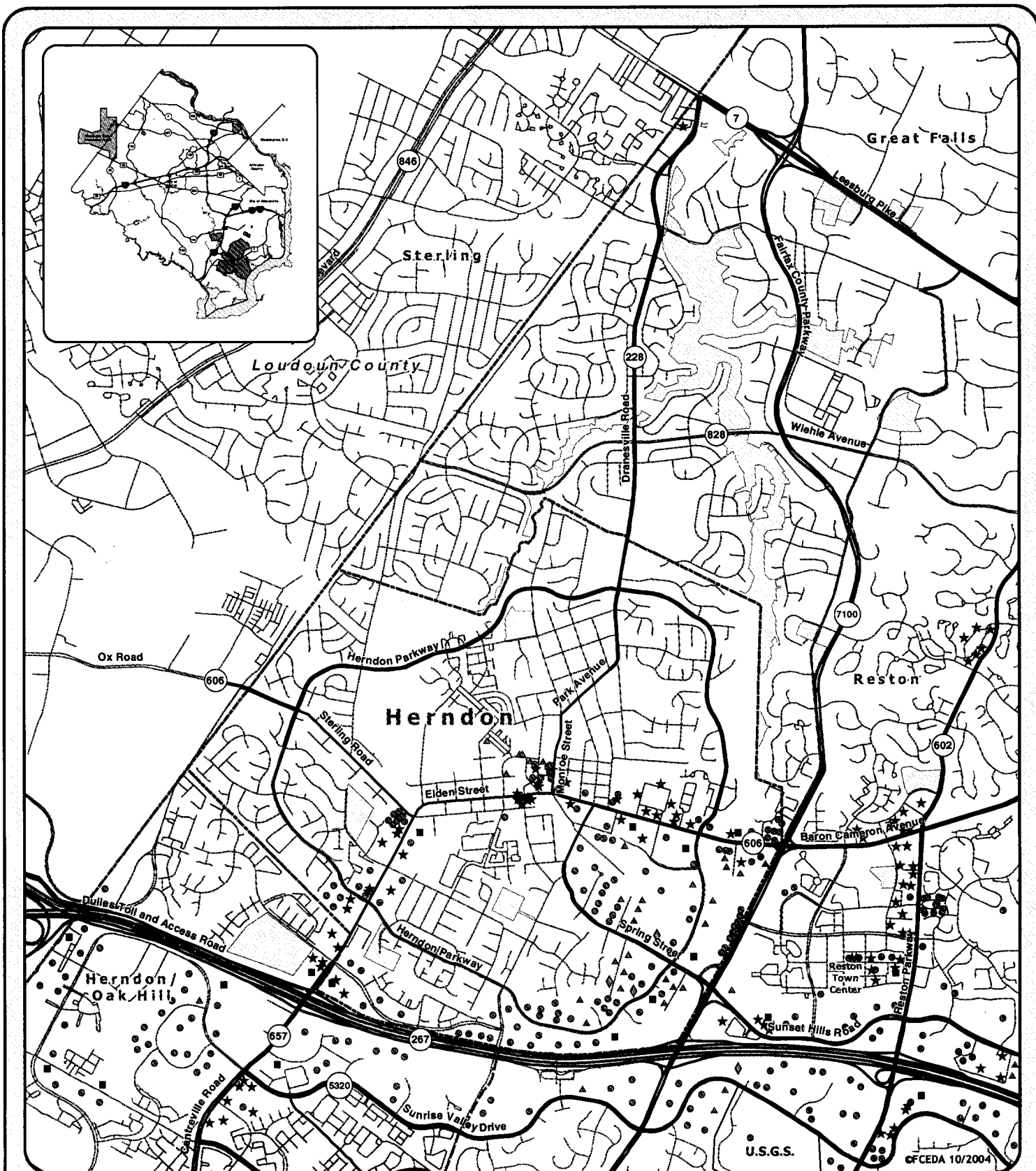


APPROXIMATE DRIVING TIMES

Washington, D.C.	15 minutes
New York City	4.5 hours
Philadelphia, PA	2.5 hours
Chesapeake Bay	1 hour
Atlantic Ocean Beaches	3 hours
Ski Resorts	2 hours
Kayaking	15 minutes
Shenandoah Mountains	45 minutes

Atlanta





HERNDON (TOWN) Submarket

Fairfax County,
Virginia

Buildings

- Hotels
- Office Buildings
- ▲ Industrial/Flex Buildings
- ★ Retail Buildings
- ◆ Self Storage Buildings

Transportation

- Interstates
- Main Roads
- Other Roads
- Railroads

Boundaries

- Herndon
- Federal Property
- Commercial Revite Areas/Districts
- Local Political
- Other Submarkets
- Federal



0 395 790 1,580 2,370 3,160
Feet



FAIRFAX COUNTY

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fax: 703.893.1269
e-mail: info@fcda.org
website: www.fairfaxcountycda.org

[Click here for 2001 Aerial Orthophoto Map](#) (large file, 26 Mb)



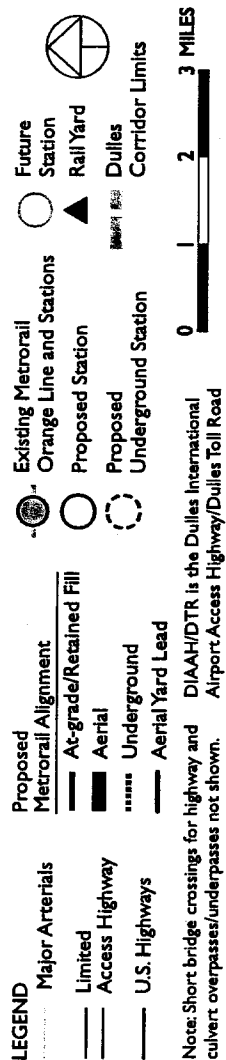
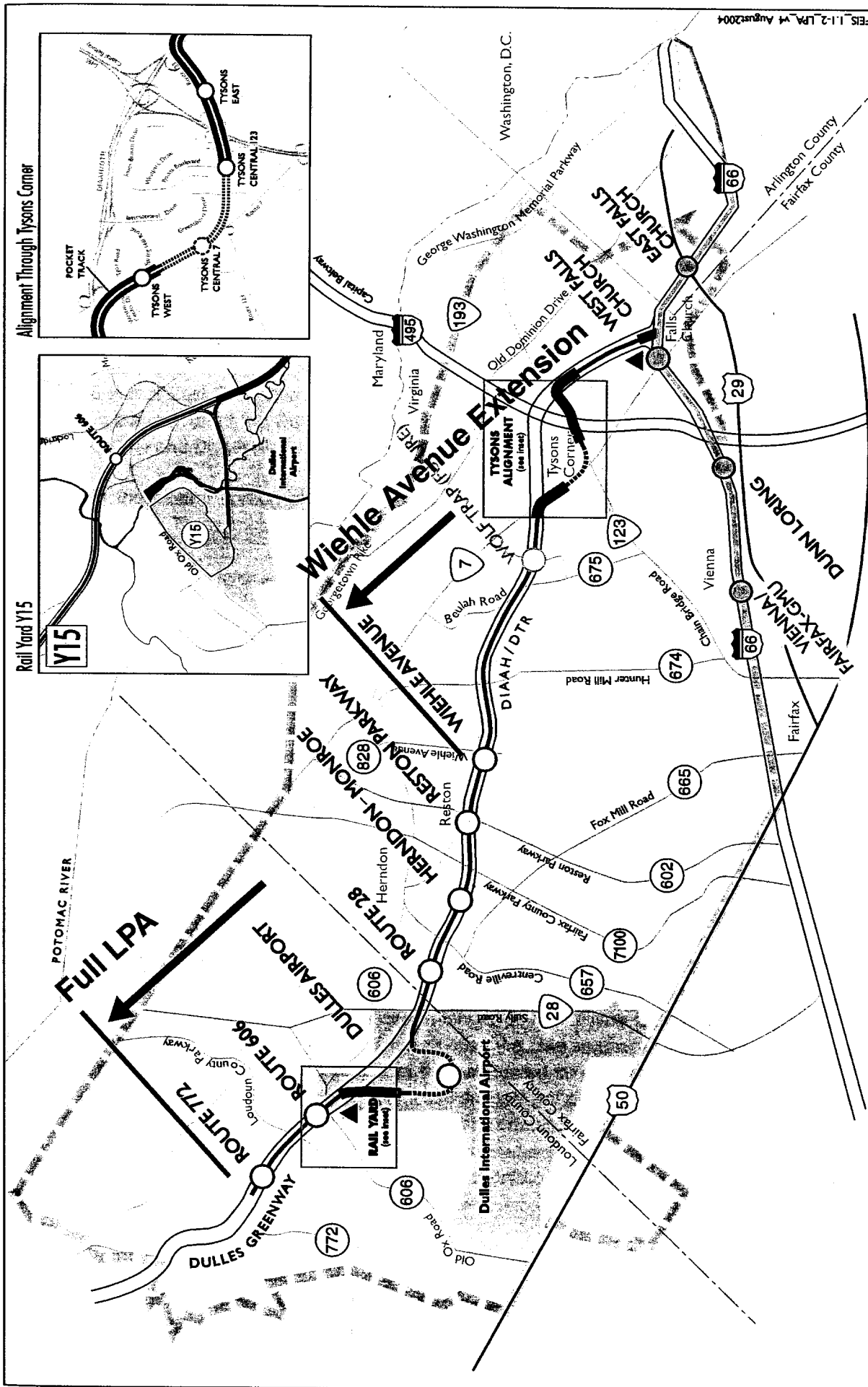


Figure 1.1-2
Locally Preferred Alternative



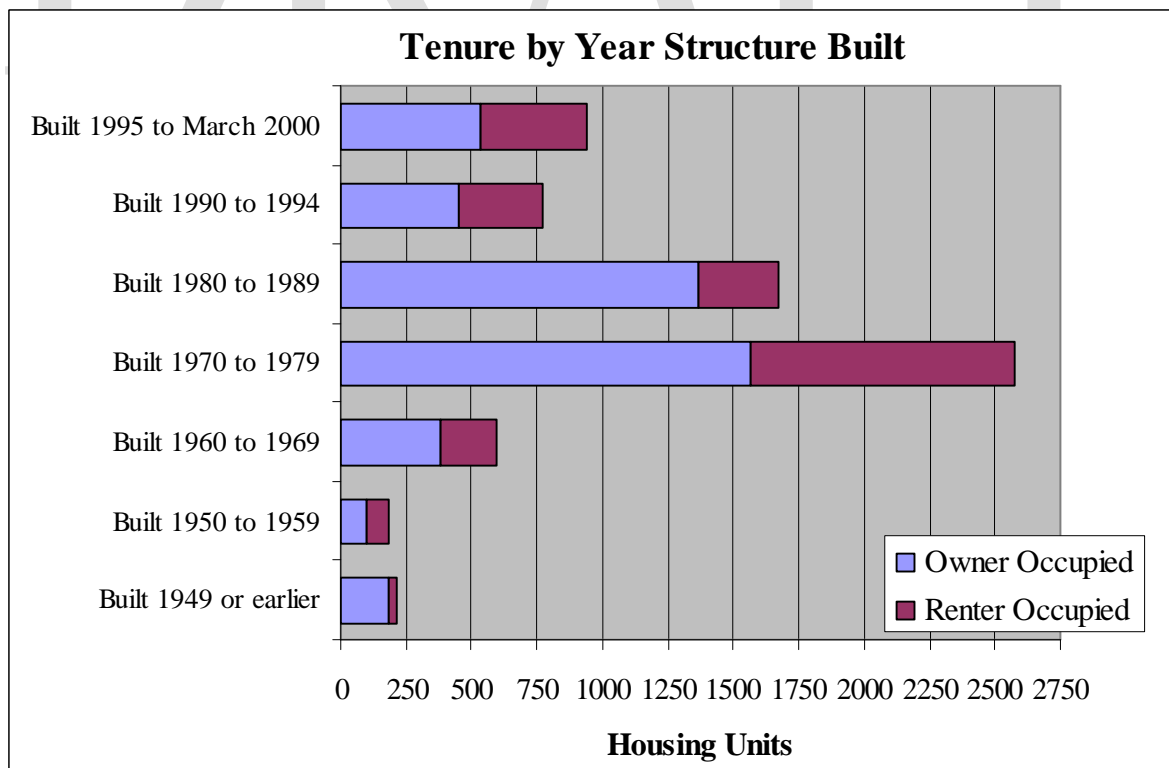
III. TOWN OF HERNDON PROFILE (Including Demographic Trends and Projections, Land Use, Commercial Space Inventory, Employment Estimates)

Population and Housing – Current Estimate and Historical U.S. Census Data

The Town of Herndon total population has grown over 100% since 1980. The pace of residential growth has slowed in recent years. The Town population grew by 40% during the 1980s and 34% during the 1990s. However, between 2000 and 2007 the Town's estimated population grew by only 7%. The total number of housing units of all types within the Town has grown by nearly 75% since 1980. *January 1, 2007 estimate prepared by Town staff.

Year	Population	Housing Units
1980	11,449	4,388
1990	16,139	5,786
2000	21,655	7,190
2007*	23,217*	7,712*

For a historical perspective, the 2000 Census reveals that most of the Town's housing was built in the 1970's and 1980's, as shown in the chart below. Since 2000, there have been 522 new housing units constructed in the Town. Over two-thirds of the new units have been townhouses, including the rental townhouses at the Towns at Herndon Center, formerly known as Lionsgate.



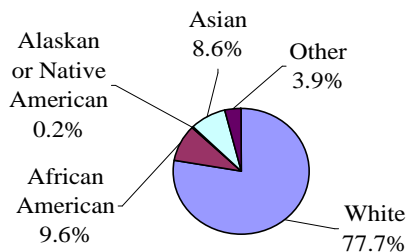
Mobility

A significant number of the residents of Herndon have migrated from other parts of the United States or from other countries. Of the Town's residents born in the United States, 35.4% percent of them were not born in the Commonwealth of Virginia. According to the 2000 Census, almost 42% of the Town's residents lived in a different house in 1995, and 13.1% lived somewhere other than the United States. Of those that moved to the Town since 1995, one quarter of them came from other places in Fairfax County and 11% came from another state.

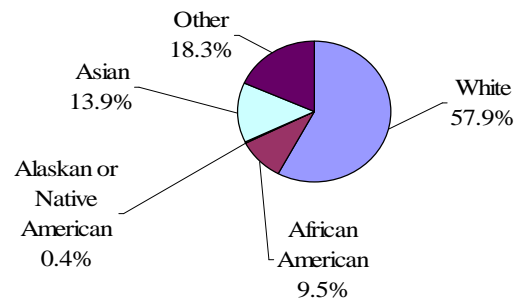
Racial Composition and Ethnicity

Herndon has become more racially diverse over time. The graphs below show the change in racial composition. Between 1990 and 2000, Herndon's Asian population has increased 5.3%, while the white population has decreased 19.7%. People not classifying themselves in a specific racial group were classified as other. This category increased by 14.4%. The African American population as well as the Alaskan or Native American population remained almost the same for the ten-year period.

1990 Census Data - Racial Composition



2000 Census Data - Racial Composition



The Hispanic population has also risen significantly. In 1990, the Census reported that 8.8% of the Town's population reported Hispanic heritage. In 2000, that proportion increased to 26%.

Foreign born residents account for 36.5% of the Town's population, with 22.4% of this population entering the country since 1990. The majority of foreign born residents came from either Asia (36.6%) or Latin America (53.9%). Many residents, 44.4%, speak another language besides English at home.

Comparisons to Fairfax County

In many ways the Town of Herndon reflects the general trends seen within Fairfax County as a whole. However, it is interesting to note areas where the trends within Herndon contrast with the picture for Fairfax County as a whole. According to the 2000 Census, the average household size in Fairfax County was 2.74 persons. The same figure for Herndon is 3.11 persons. Interestingly, Herndon is younger, and has a higher percentage of males and has a lower household income than Fairfax County. The chart below shows the differences.

	Herndon	Fairfax County
Median Age	31.5	35.9
Percentage of Males based on Total Population	52.7	49.6
Median Household Income	\$72,912	\$81,050

While both Fairfax County and Herndon have become more ethnically diverse over time, Herndon has a larger Hispanic and foreign-born population than the county. Nearly 11% of the County's population is ethnically Hispanic according to 2000 Census responses. When looking at the Town of Herndon by itself, the figure is 26%. Based on 2000 census figures, about 25% of the county's population is foreign-born. For Herndon, 36.6% of the Town's population was foreign-born, according to the 2000 Census. Only 26% of the Fairfax County population was foreign born, according to the 2004 American Community Survey data. This data is not available for small geographic areas such as Herndon. Based on 2000 Census data, about 30% of Fairfax County households speak another language other than English at home. The proportion of persons within the Town that speak another language other than English at home is 44.4%.

The Town of Herndon stands in contrast to Fairfax County with regard to the mix of housing types. Fifty percent of the housing units in Fairfax are single family detached homes. The remaining housing stock is evenly comprised of townhouses and multifamily units, defined as condominiums and apartments. Townhomes and multifamily dwelling units each represent about 25% of the total housing stock in the county. In contrast, Herndon's mix of housing has a smaller proportion of single family detached units.

Dwelling Units	Number	Percentage of Total Dwelling Units
Single Family Detached	2,934	38%
Single Family Attached (Townhouses)	2,238	29%
Multifamily (Apartments and Condominiums)	2,540	33%
TOTAL	7,712	100%

The chart details the number and type of units in the Town of Herndon as of January 1, 2007, based on the annual estimate prepared by the Town staff.

Housing costs are somewhat lower in Herndon compared to Fairfax County. Based on the 2000 Census figures, the median market value of an owner occupied housing unit in Fairfax was \$226,800, while in Herndon it was \$185,200.

According to the Round 6.4a Cooperative Land-Use Forecast of the Metropolitan Washington Council of Governments, the number of households within Fairfax County is projected to grow from 395,000 in 2005 to 453,100 in the year 2030. While data is not available for small areas such the Town of Herndon, the number of households for the entire Northern Virginia Region (Arlington County, City of Alexandria, Fairfax County, Loudoun County and Prince William County combined) is projected to grow by 217,794 between 2005 and the year 2030.

Town of Herndon Estimated and Forecasted Population , January 2007

Year	2000/1	2002	2003	2004	2005	2006	2007
Number of Persons/1	21,655	21,925	22,542	22,564	22,765	23,087	23,217

Year	2010	2020	2030
Number of Persons	23,948	25,754	26,270

NOTE:

The year 2000 population is from the US Census; other figures are from the annual population and housing estimate completed by Town of Herndon, Department of Community Development. A year 2001 estimate is not available.

These population estimates and forecasts will also be reflected in future Fairfax County publications and in the forthcoming Round 7.1 Regional Forecast to be published later this year by the Metropolitan Washington Council of Governments (MWCOG).

MWCOG data, Round 6.4A Cooperative Land-Use Forecast:

Fairfax County Households 2005 **395,000**

Fairfax County Households Projected for 2030 **453,100**

2004 American Community Survey data for Fairfax County:

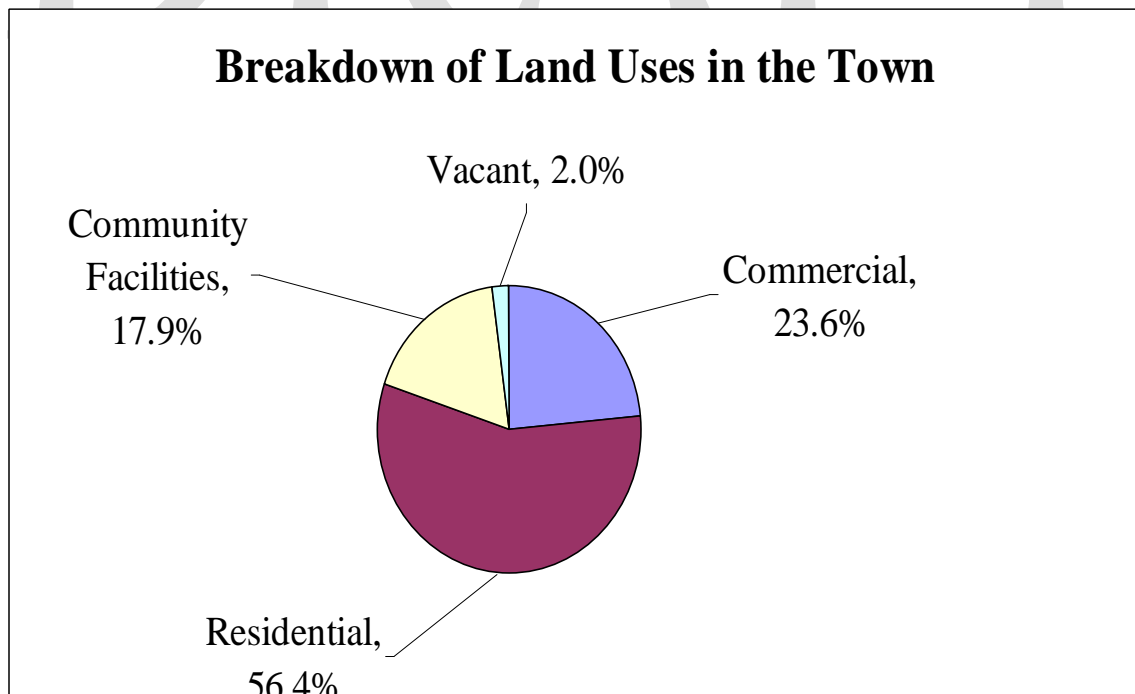
Population: **1,019,00**

Median Age: **37.6**

Foreign-Born Population **26.0%**

Average Number of Persons per Household: **2.70**

Median Family Income: **\$90,194**



Land Use

Of the 4.25 square miles of land that comprise the Town, 23% of the land is used for commercial purposes, such as office and retail. More than half (56%) of the Town's land area is dedicated to residential uses. Eighteen percent of land within the Town is used for community facilities, which includes public and private schools, religious institutions, Town-owned property, and parks. Only 56 acres or 2% of property in the Town is vacant, not counting park or other public open spaces as vacant. For comparison, 302 acres or 11% of the land in the Town was vacant in 1992.

The Town's adopted comprehensive plan land use map provides general guidance regarding the appropriate location of commercial, residential and public facilities within the Town. Herndon's plan consists of four land uses categories: *Neighborhood Conservation*, *Adaptive Areas*, *Services and Industries* and *Community Facilities*. See the following pages for the Town's adopted Comprehensive Plan Land Use Map.

The intent of Neighborhood Conservation is to preserve existing residential communities and maintain the existing lot sizes and the scale of buildings in the existing neighborhoods. Services and Industries is a land use category that supports commercial, office, retail and light industrial uses. Adaptive Areas are places in Town that are suitable for redevelopment. Rather than designate a specific type of land use, the Town remains flexible as to the specific use, while seeking a quality development proposal that responds to site conditions and adjacent uses. The comprehensive plan provides guidelines to evaluate redevelopment in adaptive areas based on analysis of the effects of the proposal on adjacent properties and public services. The final land use category, Community Facilities, designates land areas such as parks, religious institutions and Town-owned properties that are used for a range of public facilities.

While the comprehensive plan provides guidance on land development, the Town's zoning ordinance dictates the uses and regulations of land, based on its zoning category. Last year the Town updated and revised its zoning ordinance and associated Official Zoning Map, which became effective July 1, 2006. The Town's Comprehensive Plan Map and Official Zoning Map are presented on the following pages.

The Comprehensive Plan Land Use Map and the Zoning Map can also be viewed on the Town's website at www.herndon-va.gov. From the home page, go to "Town Services" and then hit the Community Development button. The viewer can zoom in to areas of the map and view specific properties.

Inventory of Commercial Development –Land Parcels and Existing Gross Floor Area of Building Space

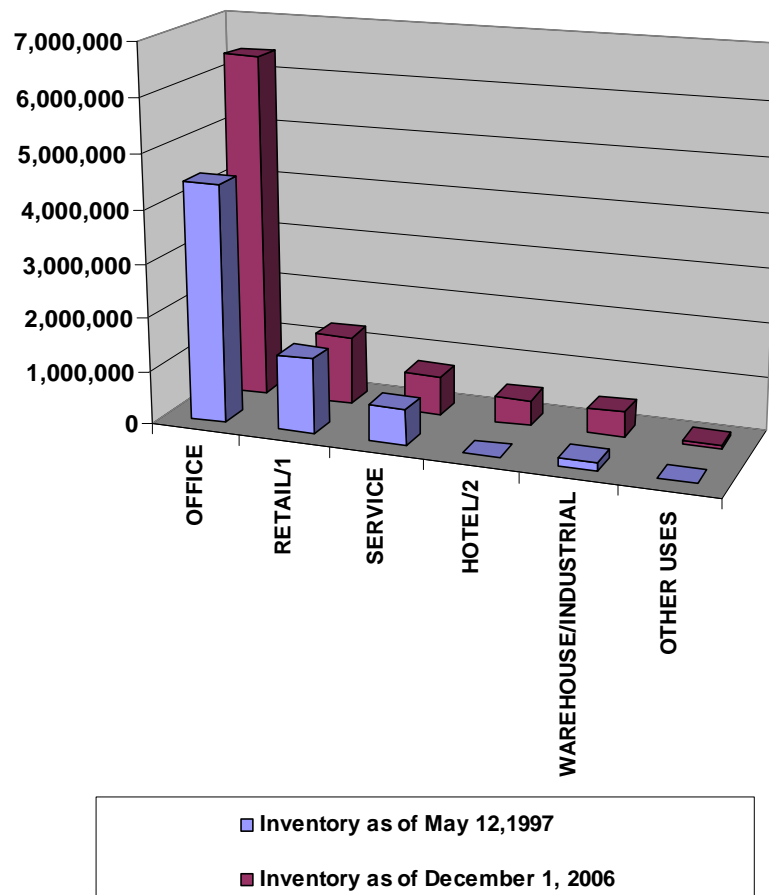
The Town of Herndon currently includes 2,751 acres of land, with 595.8 acres zoned for commercial purposes. This is non-residential land that is not part of a community facility such as a park, library, church or government building. This land area constitutes 21.65% of the total acreage within the Town. Of the 595.8 acres, only 40.12 acres are vacant, according to the Town's recent inventory of commercial land. The vacant portion equals 6.73% of the land that is zoned for business/commercial use.

The largest vacant commercial site within the Town is the Fairbrook tract, which includes 23.1 acres bounded by the Dulles Toll Road, the Fairfax County Parkway and Herndon Parkway. This site has an approved site plan for office development including three office buildings with a combined total of over 520,000 square feet of floor area.

There are a number of sites within the Town that could be viewed as prime for redevelopment, although there may currently be a small-scale commercial building on a portion of the site. These sites make up several additional acres of land within the Town with high potential for redevelopment.

As the following chart shows, growth in commercial floor area has been dramatic. The Town experienced an increase of over 35% within less than ten years. This data is based on development approvals and construction activity as tracked by the Town staff.

Town of Herndon Commercial Development 1997-2006



Type of Development/2	Gross Floor Area in Square Feet	
	Inventory as of May 12, 1997	Inventory as of December 1, 2006
OFFICE	4,440,000	6,422,157
RETAIL/1	1,400,000	1,284,247
SERVICE	670,000	726,761
HOTEL/2	0	476,926
WAREHOUSE/INDUSTRIAL	140,000	468,363
OTHER USES	0	67,293
TOTAL GFA	6,970,000	9,445,747

1/ Retail category: 1997 data includes hotel uses; 2006 data does not include hotels

2/ separate Hotel data for 1997 not available

BACKGROUND REPORT - 2030 COMPREHENSIVE PLAN

Town of Herndon, Virginia - Department of Community Development

March 2007

Below are the land uses included in the general activity types in the chart on the previous page:

Office

Cluster Office
Condominium Office
Finance, Insurance and Real Estate
General Low Rise Office
General Medium and High Rise Office
Other Office

Industrial

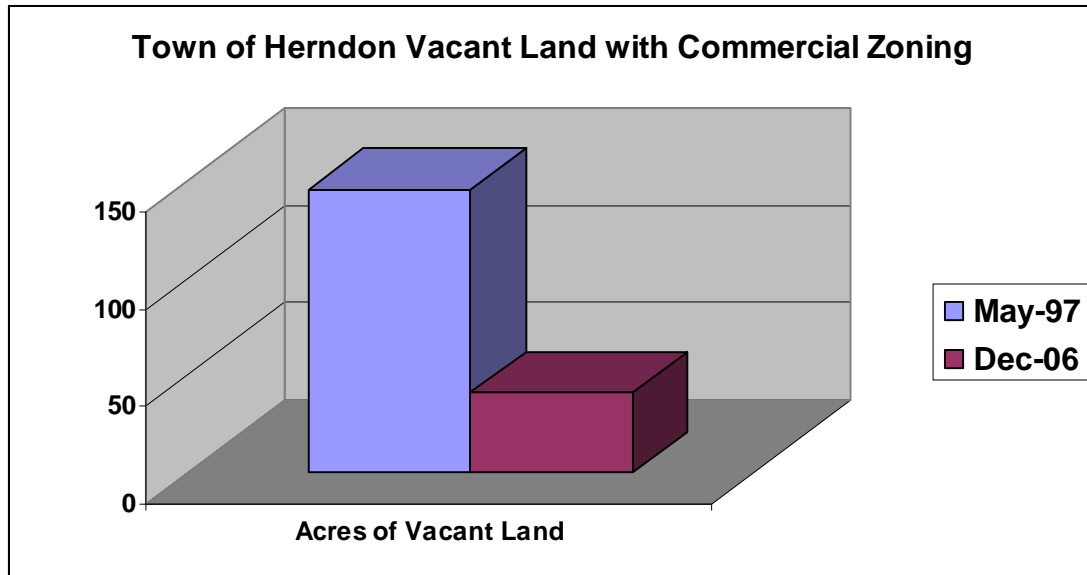
Communication related
Contract Construction
Manufacturing
Other Industrial
Printing and Publishing
Research and Testing
Utility Related
Wholesale Warehouse and Storage

Retail

Community Shopping Center
Condominium Retail
Neighborhood Shopping Center
Regional Shopping Center
Specialty Shopping Center
Town Center
Apparel and Accessories
Building Material, Hardware
Department and Variety Stores
Drug Stores
Food Store
Gas Station
Furniture
Motor Vehicle Sales
Other Auto Retail and Repair
Personal and Repair Service
Restaurants
Veterinary Hospitals
Other Retail

The relative proportions of non-residential land use within the Town are 68% Office, 13.6% Retail, 7.7% Service, 5.0% Hotel, 5.0% Warehouse/Industrial and 0.7% Other uses.

The amount of vacant land within the Town decreased as expected between 1997 and 2006, as shown in the graph below. Note that the vacant acreage for the year 2006 does not include certain parcels where a sizeable portion of a property is vacant or the site has significant redevelopment potential because the existing structure on the site is relatively small and outdated.



Employment

Regional employment is projected to continue to grow. Total jobs in the region are projected to increase nearly 39% from 2005 to 2030, a slightly higher rate of growth than both population and households. During the years 2005 to 2010, it is anticipated that an average of 64,000 new jobs will be created per year. Two-thirds of all new jobs are anticipated in service industries such as engineering, computer and data processing, business services, and medical research. Job growth in northern Virginia (53%) will outpace growth anticipated in the Maryland suburbs (39%) and the District of Columbia (15%).

The staff estimates employment within the Town of Herndon at over 25,000 jobs at the end of 2006, based on current vacancy rates and typical density of employees per 1,000 square feet of commercial space. Employment projections for Herndon from the Metropolitan Washington Council of Governments Rounds 7.0a Forecasts are shown below:

Employment Figures and Projections for the Town of Herndon

2000	2005	2010	2015	2020	2025	2030
21,052	21,858	24,929	26,135	26,737	27,204	27,543

* * *

[Click here for Comprehensive Land Use Map](#)

[Click Here for the Official Zoning Map](#)

IV. NATURAL RESOURCES

While the Town can be classified as a suburban environment, there are many natural resources in the Town that should be preserved to the extent possible. The natural features in the Town of Herndon have experienced several different stages of alteration. Original forested areas were converted to farmland. As development pressures mounted from the growth of the Washington area, the farmland gave way to the development of homes, businesses, roadways and public facilities.

Land features

The land's geology and soils can dictate what type of development is appropriate for a particular site. The Town of Herndon is within the Piedmont physiographic province of Virginia in an area known as the Piedmont Lowlands. The geology of the Piedmont is very complex. At one time in geological history, Herndon was a lake. Over time, the lake was filled in with different types sedimentary rocks, such as conglomerate, sandstone (some quartzite), shale and siltstone. In the north part of Herndon, where the Barker Hill and Dominion Ridge subdivisions are located, there are remnants of older metamorphic rocks (schists). Volcanic activity followed, which created baked and harden sedimentary rocks. The resulting hardened sandstones and igneous diabase rocks are now underneath Herndon. These rocks are the dominant factor in the existing topography of Herndon. In addition, these rocks are very resistant to weathering and erosion. The current drainage patterns and topographic contours of the Town have resulted from these underlying rocks and their erosion over time.

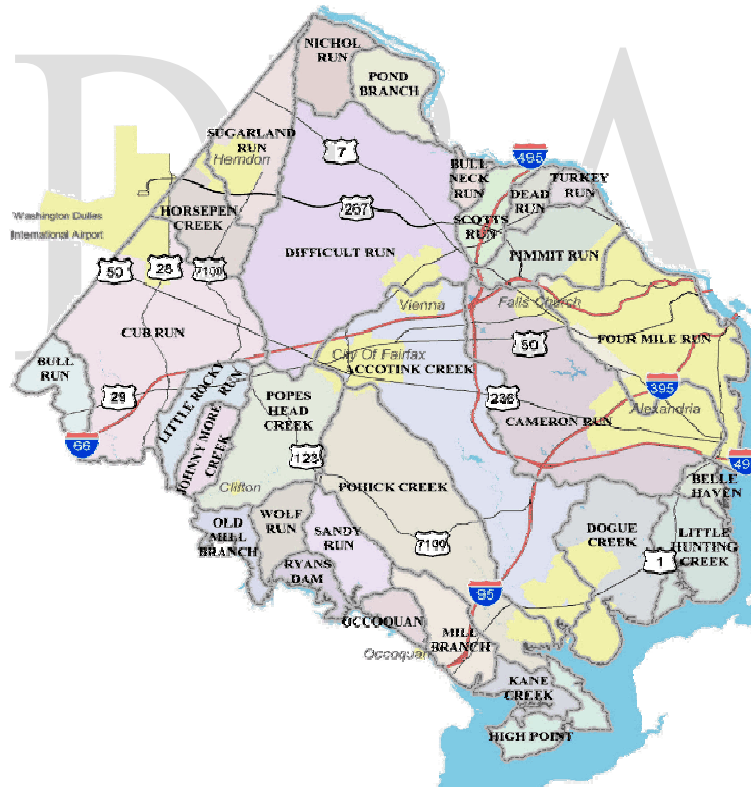
Soils found in the Town come from the geology of the underlying rock. Sandstone and diabase are the primary materials for most of the Town's soils. Associations of soils found within the Town include Calverton-Brecknock-Crotom, Penn-Bucks-Calverton, Kelly-Brecknock-Catlett, Brecknock-Catlett-Croton and Glenelg-Eliok-Manor. Most of the soils within the Town are suitable for development, if proper soil conservation measures are implemented. However, large areas of the Town may be constrained due to a high water table and rocky terrain, which can preclude the construction of basements. In addition, Herndon does have another type of problematic soil, known as the orange soils group, and it can be found abundantly throughout the Town. The orange soils have shrink swell characteristics that can cause footings to break and house walls to crack. Proper building techniques such as anchoring footings to the parent rock and removing and replacing these problem soils along the foundation can eliminate these concerns.

Note that the soil information is based on the soil identification map of Fairfax County, Virginia, dated 1972. Fairfax County is in the process of updating a soil survey for the entire county, including Herndon. This data should be available sometime in 2007.

Water

For potable water, the Town of Herndon no longer relies on groundwater for its source of drinking water. The Town abandoned its municipal well system and no relies on surface water withdrawals from the Potomac River (primary source) and the Occoquan Reservoir (emergency use). The Town purchases its water from the Fairfax County Water Authority. Water from the authority is treated at two water treatment plants. One, the Corbalis plant, is on the Potomac River in Loudoun County, and the other, the Lorton plant, is on the Occoquan Reservoir. It is anticipated that these sources of water are more than adequate to serve the Town in the future.

Watershed and waterways in the Town are important natural resources. A watershed is an area of land that drains all of its water to one river or water body. As shown on the map, the two watersheds in the Town of Herndon are Sugarland Run and Horsepen Creek. Currently, Fairfax County is working on developing management plans for all 30 watersheds, which will be completed over the next several years. Watershed



management planning takes a holistic approach to maintaining the ecological integrity of stream corridors. The Town staff intends to be part of the County process when it develops plans for the watersheds that include the Town: Sugarland Run and Horsepen Creek. The plans, developed using community input, will analyze current stream conditions and anticipate future conditions to develop goals and objectives in order to maintain or enhance the ecological integrity of the watershed.

The associated waterways in the Town's watersheds are Sugarland Run, Folly Lick Branch and Spring Branch. Spring Branch is a tributary of the Folly Lick Branch, which in turn is a tributary of Sugarland Run. At one time, both Sugarland Run and Folly Lick Branch were fed by a number of small tributaries cutting through the landscape. With development, however, many of these small tributaries have been bulldozed or covered and turned into storm sewers. All of these man-made structures – piped streams, swales, storm drains and storm sewers – that are built to

handle stormwater are integral to water quality protection efforts with the Town because they eventually connect to the Town's natural stream channels.

To protect the Town's waterways, the Town has several regulations that manage stormwater. Among them are the Chesapeake Bay Preservation regulations, stormwater quantity regulations erosion and sediment control practices and the National Pollution Elimination Discharge System (NPDES), Phase II. As a tidewater locality, Herndon must comply with the state's regulations regarding the Chesapeake Bay Preservation requirements. These regulations require that new developments meet stormwater quality regulations for phosphorus removal and provide a 100-foot vegetative buffer along perennial streams.

Regulating stormwater quantity for new developments has been required since 1997, under the Town of Herndon Public Facilities Manual. New developments must detain and release stormwater runoff at specific rates to compensate for impervious surfaces created by the development to control the amount and velocity of water runoff from a site. Such techniques include the construction of stormwater dry ponds, infiltration trenches and underground facilities that are designed to capture stormwater run off from a site, detain it and release the captured water over a period of time. These techniques help prevent erosion on adjacent developments and the receiving waterways, to which these facilities are ultimately connected.

For NPDES II, which stems from the Clean Water Act, the Town is required to more closely account for, and minimize non-point source pollution within its borders. A variety of public education campaigns about stormwater and hazardous wastes disposal along with better tracking and monitoring of the maintenance and operation of these existing stormwater management facilities are the basic tenants of these regulations.

The Town has adopted an Erosion and Sediment (E&S) Control Ordinance pursuant to the Virginia Erosion and Sediment Control Law and is in conformance with criteria established by the Virginia Division of Soil and Water Conservation. The purpose of the Town's Erosion and Sediment Control Ordinance is to prevent the degradation of local soil and water resources as a result of land disturbing activities. The regulations require the developer to provide adequate control of erosion and sedimentation. The Town's E&S Ordinance also requires the land owner to take necessary measures to preserve and protect trees and other vegetation during all phases of any land disturbing activity. Under the E&S Ordinance, land owners proposing land disturbing activity of 2,500 square feet or greater must first submit an Erosion and Sediment Control Plan to the Town Department of Public Works. The Town's erosion and sediment control requirements are detailed in Chapter 26, Article III of the Town Code.

Floodplains

In 1979, the Federal Emergency Management Agency (FEMA) conducted a study of flooding potential and hazards in Herndon as part of its national flood insurance program. The study was meant to be used as a tool to assist the Town in effective floodplain

management. The major results of this study were a Flood Insurance Rate Map for the Town (effective August 1, 1979) and the subsequent adoption of a Floodplain Overlay District to protect the 100-year floodplain as part of the Town's Zoning Ordinance. No development is allowed in the Floodplain Overlay District unless the effect of such development is fully offset by accompanying improvements that have been approved by all appropriate State and local authorities. Certain uses such as agricultural, recreational and public utilities and facilities are permitted if the underlying zoning permits and given that they do not require structures, fill, or storage of materials and equipment.

The floodplain maps have not been updated since 1979. FEMA has updated floodplain maps for the Town and Fairfax County and prepared updated draft maps. In the fall of 2006, Town staff reviewed the draft maps. Final maps from FEMA are not anticipated until fall 2007. For the Town to use the updated maps, the zoning ordinance would have to be amended through a public hearing process to incorporate the new maps.

Federal Clean Water Act Section 303(d) Total Maximum Daily Load (TMDL) Regulations Section 303(d) of the Clean Water Act or the Total Maximum Daily Load (TMDL) requires that states identify pollutant-impaired stream segments and report them to the U.S. Environmental Protection Agency every two years (known as the "303(d) list"). A TMDL is a plan that allocates by source the maximum load of a specific pollutant that can enter a water body without exceeding in-stream water quality standards. While the TMDL process is a State responsibility, local governments are significantly affected when it comes time to implement load reductions by source.

Maintaining the quality of our waterways is a challenge. Even with all these regulations, in 2006, Sugarland Run was listed on the 303d TMDL list for failing certain stream health standards. Sugarland Run exceeded the amount of *Escherichia coli*, more commonly known as *E. coli*. *E. coli* is always found in feces and is, therefore, a direct indicator of fecal contamination. According to the Department of Environmental Quality a TMDL plan for Sugarland Run must be developed by 2014.

Wetlands

The fill or disruption of wetlands is regulated by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency through Section 404 of the federal Clean Water Act. In Virginia, these mandates are enforced by the Department of Environmental Quality as Virginia Water Protection (VWP) permits (non-tidal wetlands). Anyone developing property is responsible for identifying wetlands on a site and obtaining the appropriate wetland permits. The Town is required to ensure that the appropriate permits are obtained.

The general locations of major wetlands in the Town are identified in the Chesapeake Bay Preservation Chapter of the Town's Comprehensive Plan. However, there has been no attempt made to identify wetland areas outside of the Folly Lick Branch and Sugarland Run mainstem areas. Delineation of these inland wetlands is required under Section 404 of the Clean Water Act during the development process using the U.S. Army

Corps of Engineers' Wetlands Delineation Manual (1987 version). The Town should consider pursuing a field mapping of potential non-tidal wetland areas for planning purposes.

Air Quality

Air quality improvements are coordinated on a regional level through the Metropolitan Washington Council of Governments. The Clean Air Act requires the U.S. Environmental Protection Agency (EPA) to set national air quality standards to reduce pollutants that can harm our health and environment. These national standards limit the concentrations of six pollutants that are often found in the air we breathe: carbon monoxide, lead, nitrogen dioxide, ground-level ozone, particulate matter, and sulfur dioxide. Air quality in the Washington region has markedly improved since 1990. However, pollutant levels of ozone and particles are still above the national health standards. As a result, our region does not meet ozone standard and the particulate matter standard, and is classified as a non-attainment area for these two pollutants.

To determine whether the region's air attains the federal standards for ozone and fine particles, air quality monitors located throughout the Washington region measure pollutant concentrations hundreds of times a day. Local air quality has improved dramatically since the Washington region began monitoring air quality 40–50 years ago. Levels of all six regulated pollutants have dropped significantly. Through 2005, the region continued to make good progress toward reducing levels of ozone and particulate matter. The current air pollution episodes are shorter in duration and affect a smaller area than in previous years, and maximum pollutant levels are lower. Within the next few years the region expects to see large drops in these pollutants, as a result of new federal and state controls on power plant and vehicle emissions. Nevertheless, additional effort will be required to ensure that the Washington region will attain both the eight-hour ozone and particulate matter standards by the required deadline of 2010.

The Town of Herndon helps promote better air quality by obtaining transportation related grants under the congestion mitigation for air quality improvement program. This federal program jointly administered by the Federal Highway Administration and the Federal Transit Administration funds state's department of transportation agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources. Herndon has applied for and received several grants to fund several initiatives to help improve air quality. Such projects include alternative fuel vehicles, trail construction and improved trail crossings, as well as traffic signal synchronization to reduce the vehicle delays and vehicle idling at signalized intersections.

* * *

[Click Here for the Chesapeake Bay Preservation Areas Map](#)



V. HERITAGE RESOURCES

Herndon grew out of a primarily agricultural area to become a small town providing a mill and other services to the local farming community. A grain mill was located near the present day location of Elden and Locust Streets on the Spring Branch as far back as the early nineteenth century. The settlement at Herndon received a major boost when it was selected to be on the Alexandria, Loudoun and Hampshire Railroad line. The wood frame board and batten Herndon Depot was built in 1857 and the rail line extended the twenty-seven miles from Alexandria by 1859.

The railroad brought settlers and a post office and several stores were established. Herndon was founded as a town in 1858, gaining its name from a famed Virginia-born explorer and ship's captain who perished in 1857 in a shipwreck off Cape Hatteras. Captain William Lewis Herndon had heroically seen to the orderly rescue of the women and children on board the *Central America*, which sank along with four hundred twenty six men.

Herndon flourished as Fairfax County was the state's leading milk producer. An influx of northern settlers after the Civil War led to the growth of the town and the establishment of a steam saw mill, churches, homes and stores. By 1911 the Town was home to nineteen milk shippers, a newspaper, a bank and several general stores. The railroad was electrified in that year and the quiet, clean electric trolley spurred settlement. In 1917 however, a major fire destroyed most of the downtown, including 16 businesses. Many structures were rebuilt using brick and/or block.

Although Herndon thrived, the Washington and Old Dominion Railroad suffered during the Great Depression and the electric trains were converted to diesel during the 1940s. Rail operations declined with the age of automobile until the closing of the railroad in 1968, although the construction of Dulles Airport during 1959-1961 brought a temporary revival of freight operations. The Washington and Old Dominion right of way was converted to power lines and a regional trail managed by the Northern Virginia Regional Park Authority.

Like the rest of Fairfax County, residential growth in Herndon picked up in the 1960s and exploded in the 1970s. From 1970 to 1980 the Town's population nearly tripled from 4,301 to 11,449. Rapid development and suburban growth continued into the 1980s and beyond, as the population grew to 15,700 by 1990 and 21,655 by the year 2000. By 2000, all the growth in housing within the Town consisted of infill and redevelopment.

By the late 1980s the Town became concerned about preserving historic structures and an effort to establish a Heritage Preservation Review Board and Heritage District Zoning Overlay culminated in 1990. The Town's design review efforts pre-dated the Heritage Districts, however, as the Town had established an architectural Review Board in 1971.

Since its establishment, the Town's Heritage Preservation Review Board has reviewed hundreds of applications for additions and alterations. The great majority of the Town's heritage structures still existing in 1990 have been preserved and many of them have been updated and/or enlarged. A significant amount of high quality infill development on vacant land within the Heritage District has also been accomplished, with complementary heritage style and architectural detail.

Major investments in public infrastructure and facilities in the Downtown have led to several private sector projects bringing a commercial rebirth to the downtown. Public Facilities such as the Herndon Fortnightly Library, the Herndon Municipal Center and town green concert area, the Herndon Harbor House and Senior Center and related improvements have set the stage for a rebirth of commercial activity and for mixed use redevelopment in the downtown.

The Town of Herndon has strived to create a harmonious blend of the past and present. The core of the Herndon downtown stands in contrast to other jurisdictions with larger and more continuous blocks of historic commercial structures. Nonetheless, the Herndon Downtown Alliance has attained Affiliate status for the Town in the Virginia Main Street Program. Like its forerunner, the Downtown Business Council of the Herndon-Dulles Chamber of Commerce, the Herndon Downtown Alliance brings businesses together to advance downtown projects and to promote the interests of the downtown as a whole.

* * *



VI. TRANSPORTATION

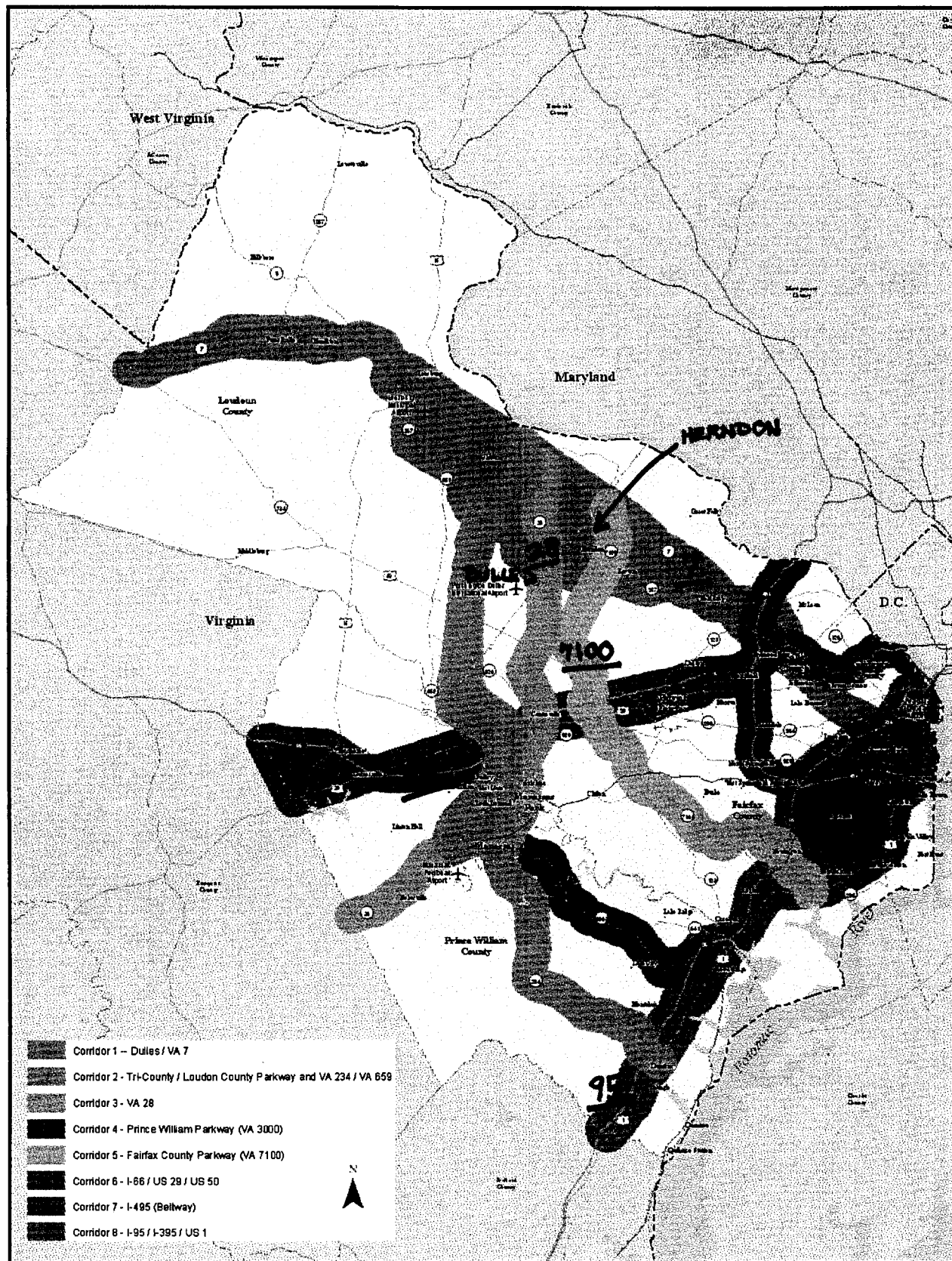
The Town updated its Comprehensive Plan by adopting the 2015 Transportation Plan element in April, 1997. This plan set forth the principles that continue to guide transportation planning and improvement projects within the Town. A number of major projects cited as high priority in this plan have been completed, including the final link of Herndon Parkway and the South Elden Street improvements. Many important pedestrian and bicycle facilities have also been constructed.

Major regional highway projects benefiting the Town have also come to fruition in recent years. The largest of these was the extension of the Fairfax County Parkway northward to Route 7 from its previous terminus at Spring Street within the Town. Another important road project was the construction of the Wiehle Avenue extension, bringing this four-lane divided minor arterial around to the west from Reston, connecting with Dranesville Road just north of the Town. Wiehle Avenue is included in the Fairfax County Comprehensive Plan as a four lane divided street continuing from Dranesville Road west to Lincoln Avenue, near the Loudoun County border. Crestview Drive within the Town of Herndon becomes Lincoln Avenue as it extends northward into Fairfax County and then into Loudoun County.

The Town staff participates in the Northern Virginia Transportation Authority technical committee. The NVTA published the *TransAction 2030 Plan* in January of 2006. The primary goal of the *TransAction 2030* transportation planning effort is to provide information to the Commonwealth Transportation Board (CTB) and the Northern Virginia Transportation Authority (NVTA) that can be used to prioritize future transportation projects across all transportation modes (highway, transit, trails). The *2030 TransAction Plan* is intended to be a full but reasonable needs assessment for the region that can be communicated to the General Assembly. Part of the intent is to demonstrate the extent to which there will be a shortfall in the development of facilities under current funding streams. The technical analysis supporting the plan does not eliminate congestion, but proposes to reduce delays and stop-and-go conditions along most sections of most highway corridors.

The developers of the plan (staff from VDOT and from the jurisdictions) have been responsive to Town concerns in regard to transportation facilities affecting the Town and the greater Herndon area. The *TransAction 2030 Plan* projects map lists Northern Virginia transportation projects by major transportation corridor. The study focused on eight major regional transportation corridors within the Northern Virginia region; three of which relate to the Town of Herndon's transportation network (Corridor 1 – Dulles / VA 7, Corridor 3 – VA 28 and Corridor 5 – Fairfax County Parkway). The *TransAction 2030 Plan* lists the Town's local roadway projects as well as major regional transportation intermodal projects. The following page shows the map of regional transportation corridor. A list of local and regional projects of particular interest to the Town of Herndon is provided following the map.

Figure 1 Northern Virginia Transportation Corridors



Regional Projects of interest included in the Transaction 2030 Plan:**Corridor 1 – Dulles / VA 7**

- Implement safety, operational and toll collection improvements along the Dulles Toll Road from Route 28 to I-66
- Widen Dulles Airport Access Road from 4 lanes to 6 lanes from Dulles Airport to Route 123
- Extension of Metrorail system from east Falls Church to Route 722 in Loudoun County

Corridor 3 – VA 28

- Widen Route 28, between I-66 and Route 7, to 8 lanes
- Study light rail service between Manassas and Dulles Airport

Corridor 5 – Fairfax County Parkway

- Widen Fairfax County Parkway to 6 lanes from Route 123 (Ox Road) to Route 267 (Dulles Toll Road)
- Study and implement transit service improvements in the Fairfax County Parkway corridor from US-Route 1 to Route 7

Town of Herndon Projects included in the Transaction 2030 Plan::**Corridor 1 – Dulles / VA 7**

- Reconstruct East Elden Street from Monroe Street to Herndon Parkway East
- Reconstruct Downtown Elden Street from Center Street to Monroe Street
- Reconstruct South Elden Street from Herndon Parkway to Sterling Road
- Widen Spring Street from 4 to 6 lanes between Herndon Parkway and the Fairfax County Parkway
- Downtown streetscape and bike / pedestrian improvements
- Construct a bike-pedestrian trail from Van Buren Street / Worldgate Drive intersection to Herndon – Monroe Dulles Rail Station

Town of Herndon staff members continue to monitor traffic conditions through annual traffic counts and a report to the Planning Commission and Town Council analyzing the results. In addition, traffic conditions and pedestrian issues are monitored through the review of traffic impact studies and other project activities.

Data and Trends:

The latest traffic counts that are available at this writing are the 2005 counts.

The overall trend at seven locations on major streets at the Town limits is a small decrease in traffic between 1998 and 2005. Total traffic volumes actually peaked in the year 2000 and have decreased each year since then. The diversion of traffic on to major

roadways such as Fairfax County Parkway has undoubtedly helped cause this overall decrease in traffic volume.

Some streets in the Town have actually seen increases in traffic volume, however. The Traffic Count stations near the west Town limits along Sterling Road and also along Van Buren Street near the south Town limits both experienced substantial increase in traffic volume between 1998 and 2005.

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[Click Here for the Major Street Network Map](#)

BACKGROUND REPORT - 2030 COMPREHENSIVE PLAN

Town of Herndon, Virginia - Department of Community Development

March 2007

Count Station Name	Station #	1998 Base Year	2000	2001	2004	2005	Net Change 1998-2005	% Change 1998-2005
Dranesville Road	1	19,855	26,151	23,210	18,329	17,588	-2,267	11.40%
Elden St. (East)	2	32,170	31,201	32,976	34,590	30,630	-1,540	-4.80%
Spring St. (East)	3	46,508	47,213	46,049	38,978	35,617	10,891	23.40%
Van Buren St. (South)	4	17,288	19,042	18,571	19,608	23,095	5,807	33.60%
Elden St. (South)	5	40,660	41,450	41,581	41,098	36,475	-4,185	10.30%
Sterling Road	6	27,045	30,874	30,937	31,366	34,586	7,541	27.90%
Crestview Drive	7	17,150	14,495	14,654	14,347	14,212	-2,938	17.10%
Totals		200,676	210,426	207,978	198,316	192,203	-8,473	-4.20%

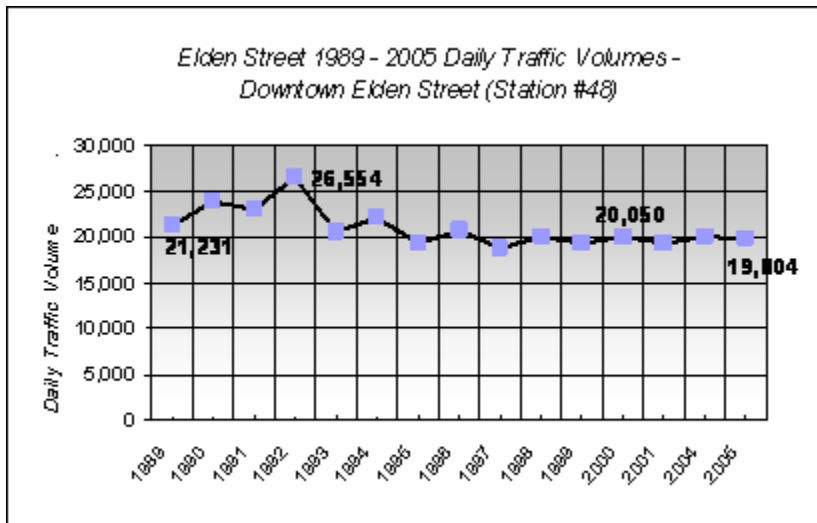
Benefits of Herndon Parkway

The data shows how Herndon Parkway has provided a positive benefit to mobility within the Town while causing a decrease in the use of local streets. Several count stations on local streets experienced notable decreases in traffic with completion of Herndon Parkway and the other major regional links.

Street and location relative to Herndon Parkway (HP)	Count Station #	1998 Base Year	1999	2004	2005	Net Change 1998-2005	Percent Change 1998-2005
Dranesville Road (south of HP)	32	10,145	10,473	9,721	7,555	-2,590	-25.5%
East Elden Street (west of HP)	18	22,089	22,672	22,913	23,490	1,401	6.3%
Spring Street (west of HP)	19	14,693	15,780	11,794	10,395	-4,298	-29.3%
Van Buren Street (north of HP)	34	9,226	9,044	8,338	8,443	-783	-8.5%
South Elden Street (north of HP)	47	22,071	22,132	22,371	25,340	3,269	14.8%
Sterling Road (east of HP)	87	10,376	10,211	9,868	13,513	3,137	30.2%
Crestview Drive (south of HP)	38	5,765	5,392	4,569	4,867	-898	-15.6%
Totals		94,365	95,704	89,574	93,603	-762	-0.80%

Trends on Elden Street in the Downtown

As the graph below shows, traffic volumes on Elden Street in the Downtown have remained fairly flat over the last decade. Traffic volume was actually higher during the years 1989 through 1992. The development of Herndon Parkway and other important streets provided alternate routes, allowing traffic to divert around the downtown to some extent.



Coordinated Signal System

The Town of Herndon Department of Public Works currently operates a coordinated closed loop signal system that includes 38 traffic signals. The original installation of this system was supported by Congestion Mitigation for Air Quality federal grant funding approved through the Northern Virginia Transportation Authority. Better signal timing and progression based on coordinated traffic signals leads to a reduction in harmful vehicle emissions and a decrease in overall delay time for travelers.

Pedestrian and Bicycle Facilities

The Town of Herndon strives to create and enhance high quality trails, sidewalks and related pedestrian facilities throughout the Town. The Town pursues sidewalks and certain trails through its site plan and subdivision review processes. The Town has also built a number of trails and sidewalks through its own capital improvement program.

The longest trail within the Town is the W&OD Trail, part of the Northern Virginia Regional Park Authority's Washington and Old Dominion Railroad Regional Park. Recently the Town finished construction of a major connecting trail branching from the W&OD. The Sugarland Run Trail extends northward from the W&OD at the east side of the Town. This paved trail continues northward through the Town, following Sugarland Run and connecting to the Fairfax County Sugarland Run Trail. The Sugarland Run Trail

system in the County also connects to the Folly Lick Trail which extends southward and makes a connection back into the central part of the Town at the northern end of Monroe Street.

The Town has pursued important pedestrian links at the periphery of the Town with Fairfax County, VDOT and other agencies for many years. Several important links have been built in recent years. Other pedestrian links still need to be constructed. The lack of a separate and safe pedestrian connection extending along Centreville Road as it passes under the Dulles Toll Road is a project located just outside of the Town. This project has been added to the regional list of high priority pedestrian/bicycle projects maintained by the Northern Virginia Transportation Authority.

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VII. PUBLIC FACILITIES

The Town of Herndon has developed a full range of public facilities that are associated with the public services provided by the Town. Chartered as a Town within Fairfax County, Herndon relies on Fairfax County for certain facilities such as public schools, fire and rescue and social services. The Town of Herndon provides police, public works, traffic operations, refuse removal, building permits, parks and recreation, a public golf course, planning and zoning and other services of local government.

Most of the existing public facilities within the Town have been developed within the last thirty years. The Town's central location for government is the Herndon Municipal Center in the downtown at 777 Lynn Street. During the 1990s, the Town developed the Herndon Municipal Center Complex including the Fairfax County Fortnightly Library and Council Chambers/County Court facilities. In partnership with the Fairfax County Redevelopment and Housing Authority, the Town relocated its former town shop facilities and adjacent land to assist with the development of the Herndon Harbor House assisted living facility and senior center. The Town developed a modern public works maintenance facility now located on Sterling Road near the west Town boundary.

The Town of Herndon's largest public facilities by acreage are the Herndon Centennial Golf Course and Runnymede Park. The most extensive infrastructure networks operated by the Town are the street network and the potable water, wastewater, and storm water systems. The Town relies upon Fairfax County for water and wastewater treatment plant facilities. There are no treatment plant facilities within the Town, and none are planned.

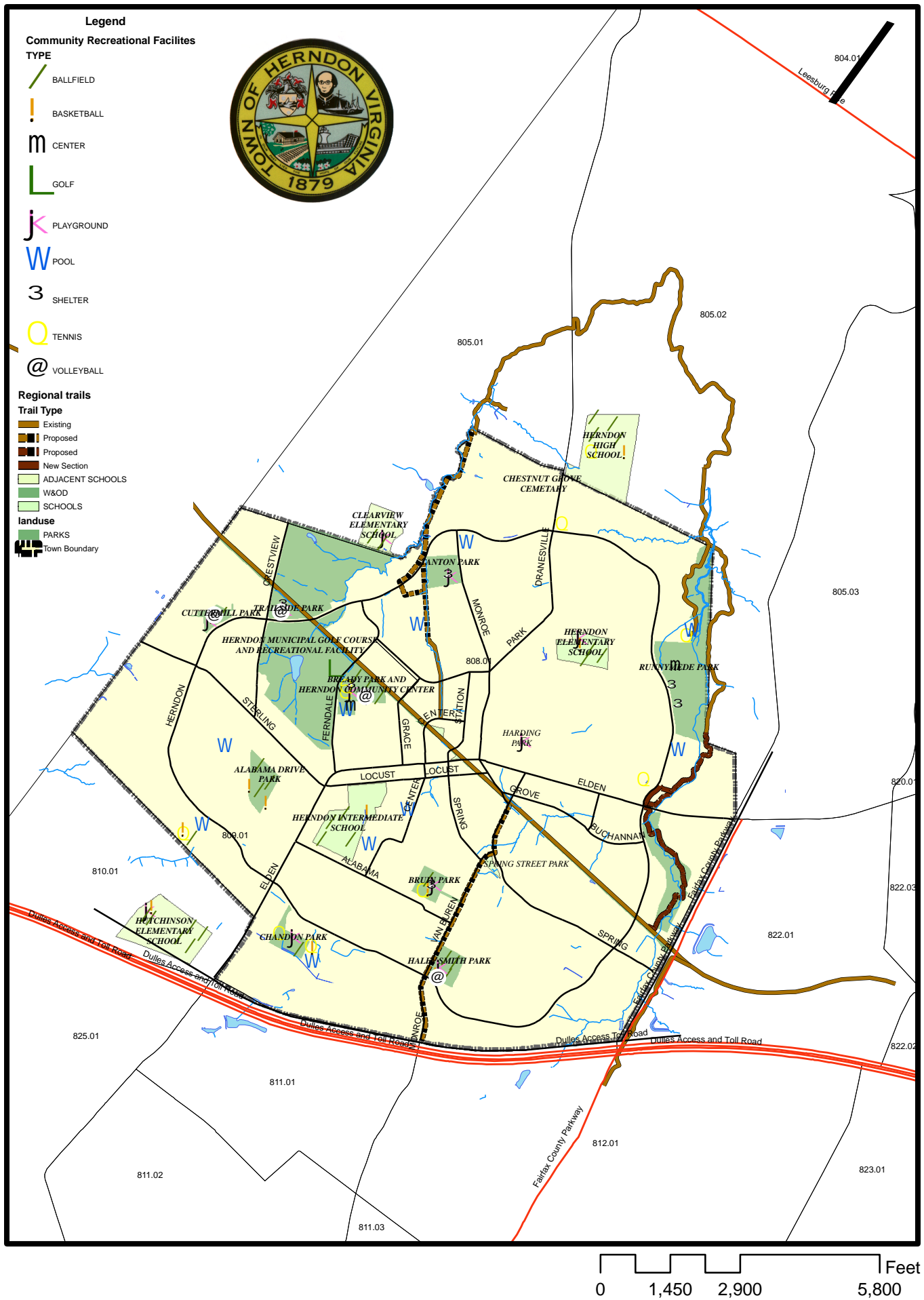
The Town's most recent public facility projects include the new Herndon Public Safety Center (Police Headquarters) and the major expansion recently completed at the Herndon Community Center at Bready Park. The Town also operates the Neighborhood Resource Center in leased space within the Dulles Park shopping center through a partnership with Fairfax County. The Center offers a wide variety of programs to assist Town residents.

The Town of Herndon has developed a six-year capital improvement program (CIP) on an annual basis for many years. Large scale public facility projects that are planned for the future include a nature center at Runnymede Park, a downtown public parking facility and an arts center in the downtown. The current CIP adopted by the Town Council does not provide major funding for these projects with the near term, however. The Town seeks the development of downtown public facilities through the potential to include current Town land holdings in a larger mixed use project undertaken by a private developer. Thus the Town would be able to secure these facilities without major capital investment other than the land contribution.

The chart on the page following the public facility maps includes a detail of the acreage of properties owned and operated by the Town for parks and other facilities. The list of park properties includes four properties owned and operated by the Fairfax County Park Authority. It also includes the W&OD Trail, owned and operated by the Northern Virginia Regional Park Authority.

[Click Here for the Parks and Town Owned Properties Map](#)

Herndon Parks and Community Recreational Facilities



BACKGROUND REPORT - 2030 COMPREHENSIVE PLAN

Town of Herndon, Virginia - Department of Community Development

March 2007

Parks	Acres
Alabama Drive Park ¹	11.1
Bready Park	11.7
Bruin Park ¹	8.1
Chandon Park	7.8
Cuttermill Park ¹	5.2
Fortnightly Square Park	0.4
Haley Smith Park	9.5
Harding Park	0.5
Herndon Community Center	2.0
Herndon Centennial Golf Course	142.2
Monroe Street Park	5.1
Runnymede Park	58.0
Spring Street Park	1.5
Stanton Park ¹	10.9
Trailside Park	6.0
W & OD Trail ²	29.0
Total Acreage	309.0

Town Owned Property, Excluding Parks	Acres
Alabama Drive Water Tank	0.9
Chestnut Grove Cemetery	23.2
Floodplain Area - South of Elden Street	24.4
Four Lots North of Elden Street for Sugarland Run Trail	1.9
Four Seasons Water Tank	0.6
Hands Building Property	0.8
Municipal Complex	2.4
Police Station - 397 Herndon Parkway	4.9
Small Surface Parking Lot across from Hands Building	0.5
Station Street Parking Lot	1.2
Sterling Road/Herndon Parkway Corner	0.7
Third Street Water Tank	0.9
Town Hall	0.5
Town Shop/1481 Sterling Road	12.3
Triangle Property Next to W&OD Trail for Sugarland Run Trail	0.4
Vine Street Parking Lot/Former Dominion Virginia Power Site	2.4
Well Lot - Golf Course	0.6
Total Acreage	78.7

1 – Owned by Fairfax County

2 – Owned by the Northern Virginia Park Authority

VIII. GEOGRAPHIC AREAS OF PARTICULAR INTEREST

There are several areas in and around the Town that are of particular interest due to the fact that they may be prime areas for redevelopment in the future. These areas have the potential to impact the Town in a number of ways, particularly with regard to transportation access, traffic impacts and the demand for public services. Special focus on these areas in the development of the Herndon Comprehensive Plan is warranted. This report first covers areas of special interest within the Town, followed by information on areas of special interest outside of the Town boundary.

A. Areas of Special Interest Within the Town of Herndon

1. DOWNTOWN

The Herndon Downtown has been targeted for redevelopment for many years. Since the Herndon 2010 Comprehensive Plan was adopted in 1990, the Town of Herndon has undertaken a number of major public facility projects. These include the Herndon Spring Branch Drainage project, the Fairfax County Fortnightly Library, the Herndon Municipal Center, and the Town's downtown surface parking lots. Several industrial sites such as concrete plants and lumber yards were redeveloped.

Since the early 1990s, several older structures along Station Street and Pine Street have been renovated and adapted to new use by the private sector. Several new infill structures have been developed in the downtown as well. The most recent of these are the Dominion Townes (office condominium units in a storefront style) on Center Street, the Main Street Bank building on Elden Street and the Herndon Commerce Center/TPI building at the corner of Elden and Station Streets. The Fortnightly Square project has brought new housing in close to the downtown area in both multifamily and townhouse structures.

The Town now owns several parcels of land that are available to be incorporated into a large downtown redevelopment. In addition to its surface parking lot properties, the Town purchased the Hands, Inc property in 2003. In 2005 the Town purchased the Dominion Virginia Power substation property in anticipation of a partnership effort to develop additional public facilities and private uses in the Downtown.

The Town received an unsolicited proposal in July of 2005 and then advertised in accord with the Virginia Public Private Educational Facilities and Infrastructure Act and received a competing proposal in September of 2005. Both Clark Ventures and Herndon Station LLC proposed to develop land that the Town owned as well as additional parcels owned by Ashwell LLC and located on Elden Street and extending along Center Street. The Town was not able to negotiate a purchase of the Ashwell LLC property to include it in the consolidation. The Town did request detailed proposals on 4.7 acres of Town land, without the Ashwell land. However, the Town did not receive responses by the December 2006 deadline.

BACKGROUND REPORT - 2030 COMPREHENSIVE PLAN

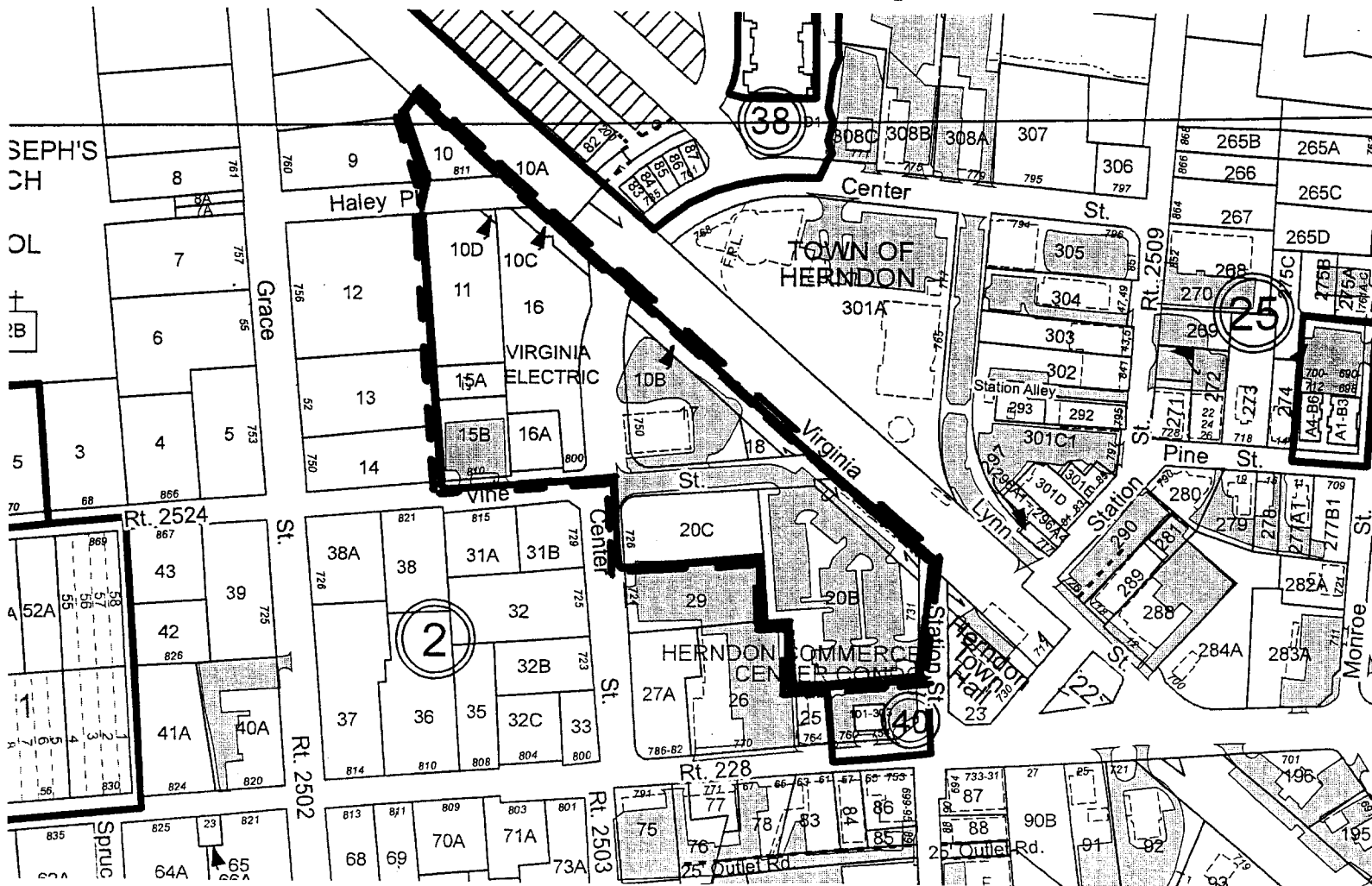
Town of Herndon, Virginia - Department of Community Development

March 2007

At this time the Town is open to any proposals that may come forward, as the procurement process initiated in 2005 by Clark Ventures is terminated. The Town completed environmental testing and remediation on the former Dominion Virginia Power land at Center and Vine Streets and the land is ready to develop.

The Comprehensive Plan calls for redevelopment in the downtown, along with the preservation of Heritage Structures. Mixed use redevelopment is planned with densities reaching a floor area ratio as high as 2.5 under Planned Development Downtown (PD-D) zoning (formerly PD-MU). The amount of density that could be achieved by a particular plan is constrained by the 50 foot height limit in PD-D and by other factors. Properties that are adjacent to residential uses must display special site design. The Comprehensive Plan Downtown Sectors map includes residential areas adjacent to the downtown in Sector 5. However, these areas are not planned for redevelopment.









Property acquired by the Town of Herndon for redevelopment

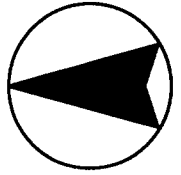


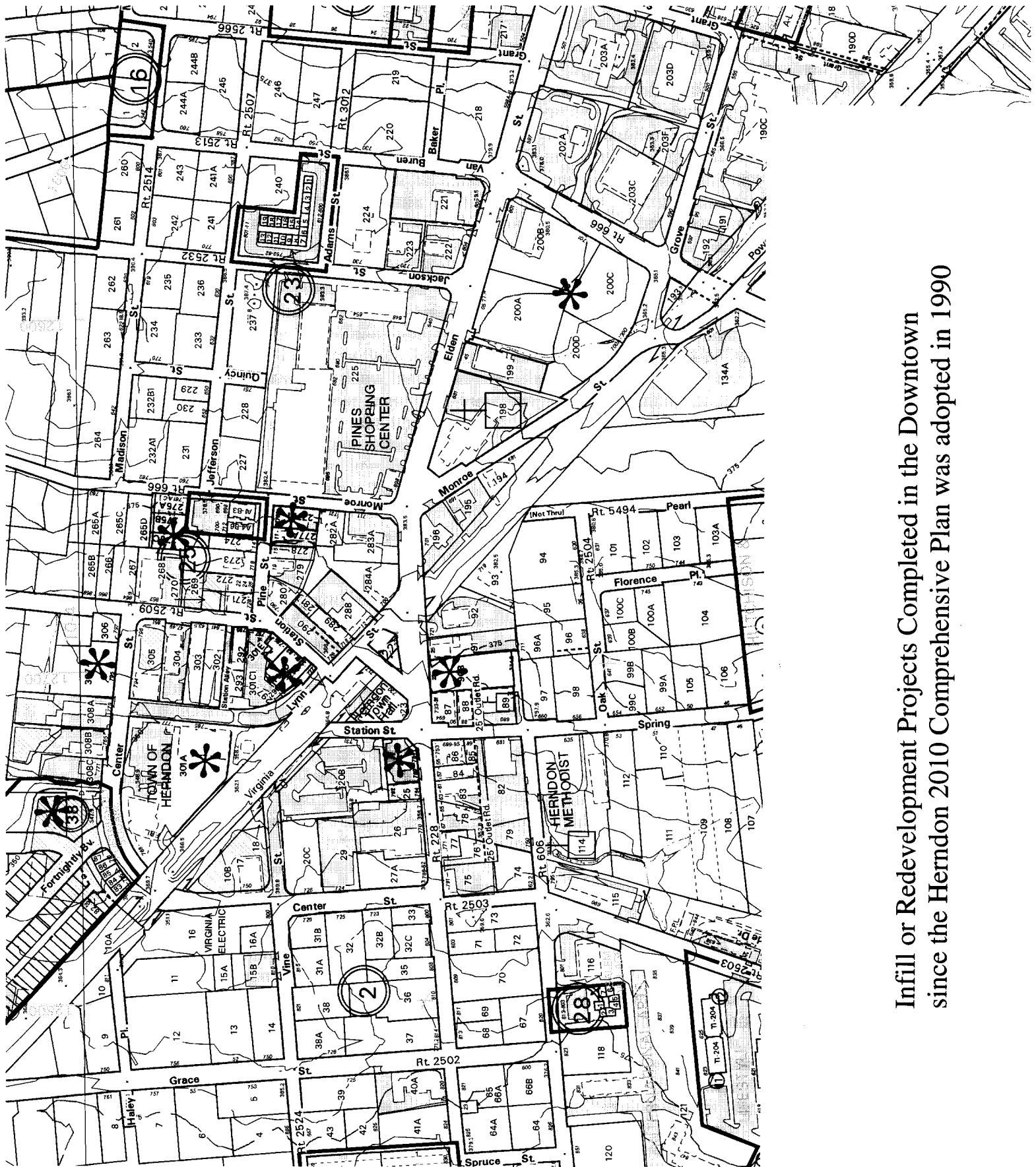
Town of Herndon

DOWNTOWN SECTOR MAP



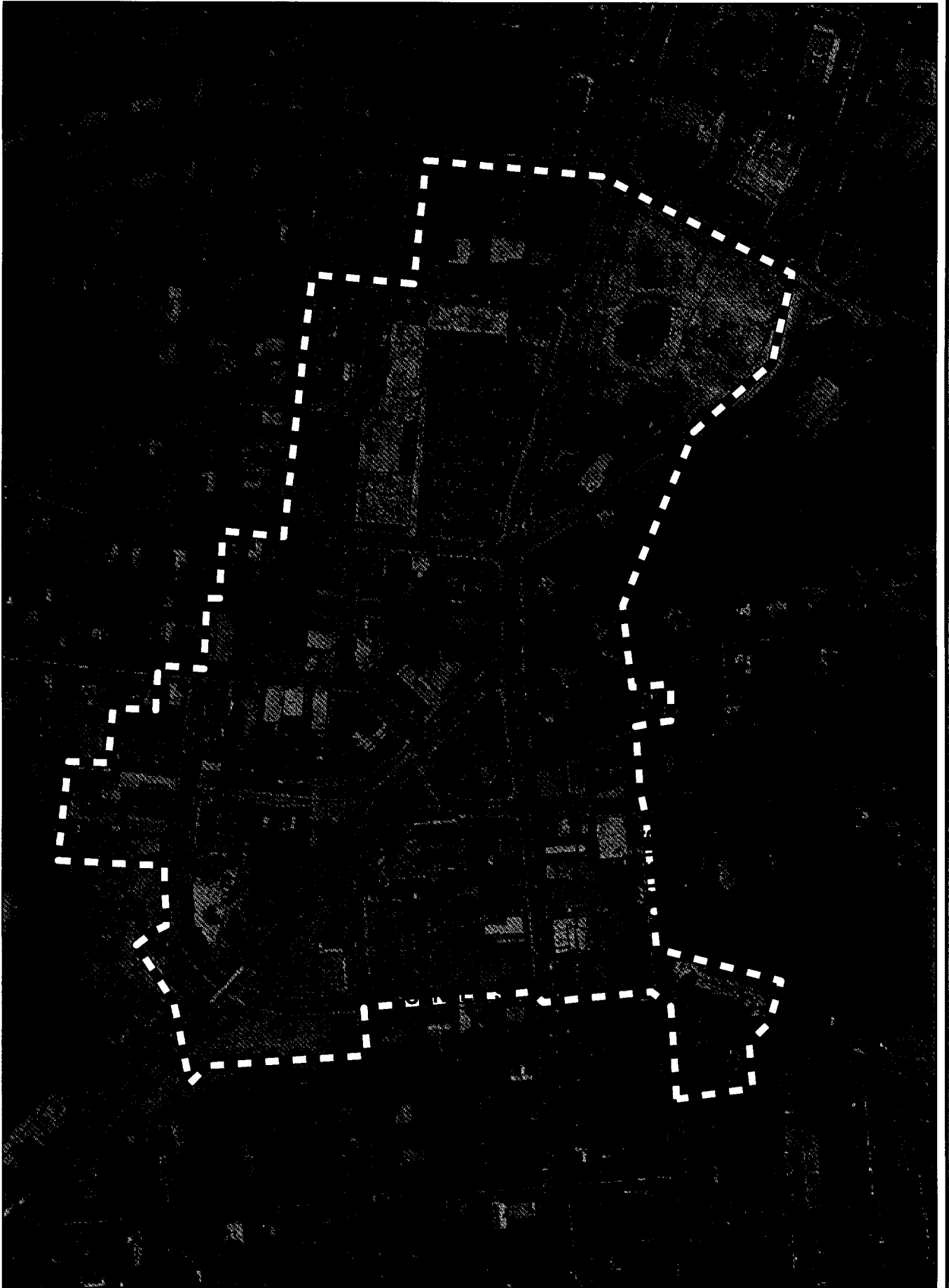
- | | |
|---|----------|
|  | PARCELS |
|  | STREETS |
|  | SECTOR 1 |
|  | SECTOR 2 |
|  | SECTOR 3 |
|  | SECTOR 4 |
|  | SECTOR 5 |
|  | SECTOR 6 |





Infill or Redevelopment Projects Completed in the Downtown
since the Herndon 2010 Comprehensive Plan was adopted in 1990

HERNDON DOWNTOWN ALLIANCE



2. HERNDON RAIL STATION AREA

The planned location of the Herndon-Monroe Rail Station of the Dulles Corridor Metrorail Extension ("Dulles Rail") will impact a significant area within the Town of Herndon. The area of primary impact extends northward from the Dulles Toll Road right of way covering existing office and service land uses from Fairfax County Parkway in the east to Van Buren Street in the West. The maps on the next pages show the station vicinity, the northside pedestrian "touchdown" facilities, and the Herndon portions of the proposed Dulles Rail Improvement District, a special tax district affecting owners of commercial property.

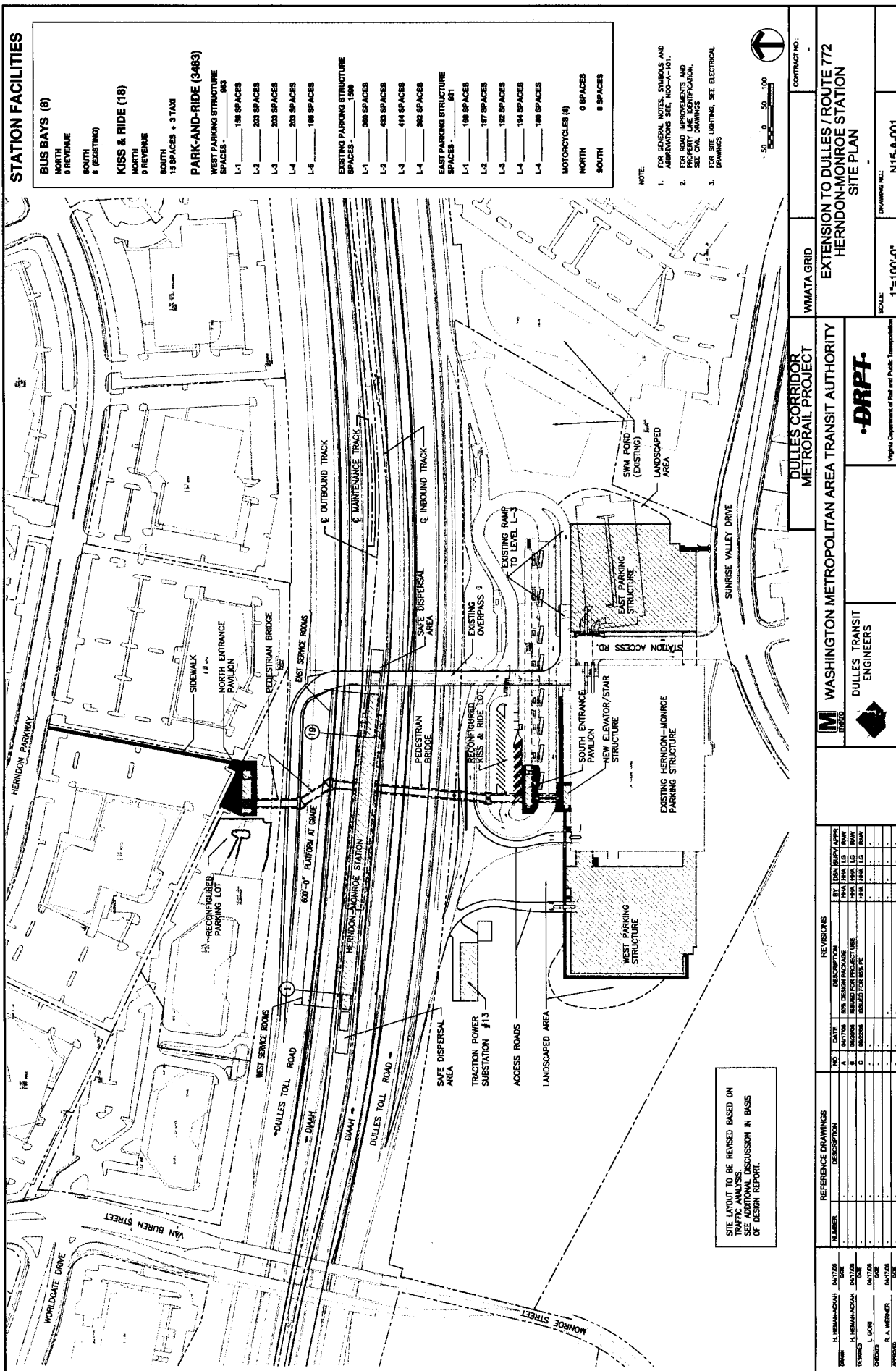
Future concerns regarding this area include the possibility of redevelopment with higher density and mixed use. While many of the existing buildings are multistory and still in the prime of their life cycle, others are less dense. On the north side of Herndon Parkway, there are several one-story structures with surface parking that could become prime candidates for redevelopment as the rail system becomes a reality on the ground. While the entire station area may have potential for additional density, these buildings would have significant redevelopment potential even without any change in the existing Comprehensive Plan or Zoning. Several other buildings are fairly dense multistory structures. Several buildings along the Toll Road in this vicinity even have multi-level structured parking.

While most of the Town's office development is located within the influence area of the rail station, most of the retail uses within the Town are located somewhat outside of this area. Part of the financing plan for Dulles Rail is a special tax on commercial property in the vicinity of rail stations. The boundary that has been proposed for the Western Tax District includes most of the office development that exists within the Town. However, it excludes the retail and other non-residential uses farther away from the Herndon-Monroe Station in the Elden Street corridor. The boundary also excludes a mix of office and retail uses that exists at the east end of Town, off of Carlisle Drive or Elden Street. These uses lack proximity to the rail station in terms of the road network and practical access.

As part of the new Comprehensive Plan, the Town of Herndon may consider designating a specific rail station impact area, to include the non-residential land uses within ¼ mile of the rail station. After accomplishing the designation along with basic station area planning principles with the new Comprehensive Plan, the staff envisions a separate, special planning effort for the station area. This effort would include technical analyses as well as community and landowner participation in the development of a Comprehensive Plan Amendment. This effort would be intensive. Technical issues such as infrastructure capacity for transportation, water and sewer and other facilities would be examined. Community issues with developing greater density and more mixed use in the area of the rail station would be explored.

[Click Here for the Dulles Rail Phase II Tax District Map](#)

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B. Areas of Special Interest Adjacent to the Town of Herndon

AREA 1: Fairfax County – Parcher Avenue area (Census Tract 4810)

This area lies south of the current Town boundary and includes older townhouse residential development along Parcher Avenue and also along streets that branch off from Parcher Avenue. This area also includes newer multifamily and townhouse development located just off of Rock Hill Road, near the border with Loudoun County. The area is served by a very limited road network. See the maps on the following pages.

Annexation of this area into the Town was considered in the past and may be considered in the future. In addition, the Town has long been an advocate of a bridge over the Toll Road in the vicinity of the Route 28 Metrorail station, providing a connection between intensive mixed use development to the south of the Toll Road and development on the north (Herndon) side of the Toll Road. This bridge has been added to the Fairfax County Comprehensive Plan and a receiving road for the bridge is featured in the Dulles Station development that is under construction at the south side of the Toll Road.

This area of concern coincides with the boundaries of Census Tract 4810 in Fairfax County. This tract added 411 housing units between 1990 and 2000, a growth rate of nearly 41% for the decade. Population grew nearly 35% between 1990 and 2000. New housing projects off of Rock Hill Road near the CIT and the Dulles Toll Road included the Dulles Greene apartments and new townhouses.

CENSUS TRACT 4810 DATA:

2000 Population = 3,952

2000 Housing Units = 1,415

1990 Population = 2,917

1990 Housing units = 1,004

AREA 2: Loudoun County – Center for Innovative Technology (CIT) area. (Part of block group 2 of Census Tract 6117)

This area lies west of the Town and is bounded by the Dulles Toll Road to the south, Route 28 to the west, Route 606 to the north and Rock Hill Road or the Town Boundary to the east. This area has great potential as a major mixed use development. In recent years the site was proposed for a major league baseball

stadium along with other intense land uses. Access is constrained by a very limited road network and impacts on the Town of Herndon could be dramatic. The Town is concerned with the provision of adequate transportation facilities, recreational facilities and other public services.

This area makes approximately one third of the land area of Census Tract 6117. However, there are very few housing units in this area, as almost all of the population of the Census Tract resides north of Route 606. Predominate land uses include industrial and commercial service enterprises.

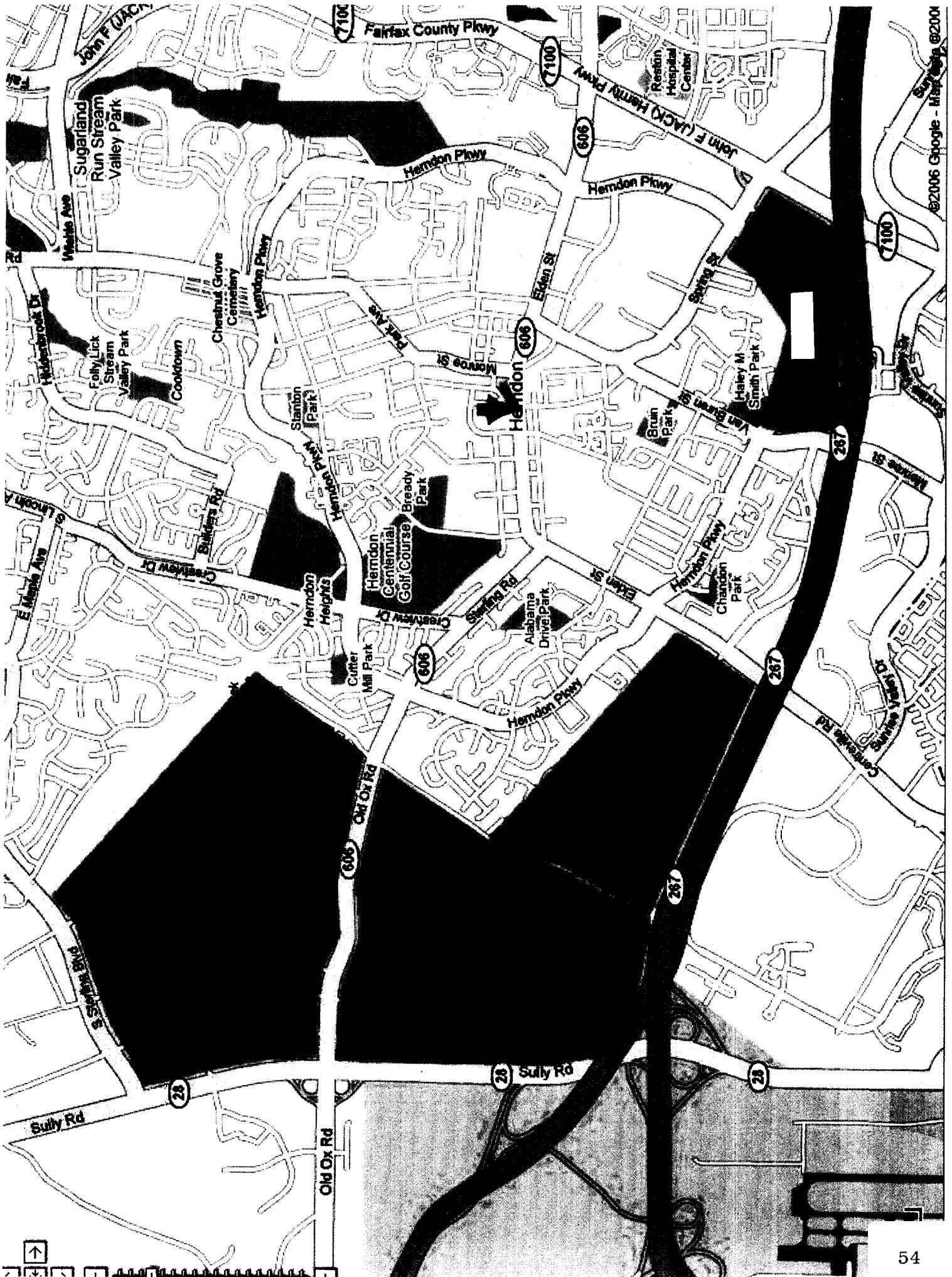
AREA 3: Loudoun County –North of Route 606 extending to the W&OD Trail (most of Block Group 2 of Census Tract 6117)

The third area of special interest lies just west of the Town and north of Route 606, extending westward to Route 28 and northward to either the W&OD Trail or to Sterling Boulevard. This area is considered part of the Sterling area. While the area has been planned for business development by the Loudoun County comprehensive plan, many residential units have been approved and/or built on parcels near to the Town boundary. The Town is concerned with the provision of adequate transportation facilities, recreational facilities and other services to these residents.

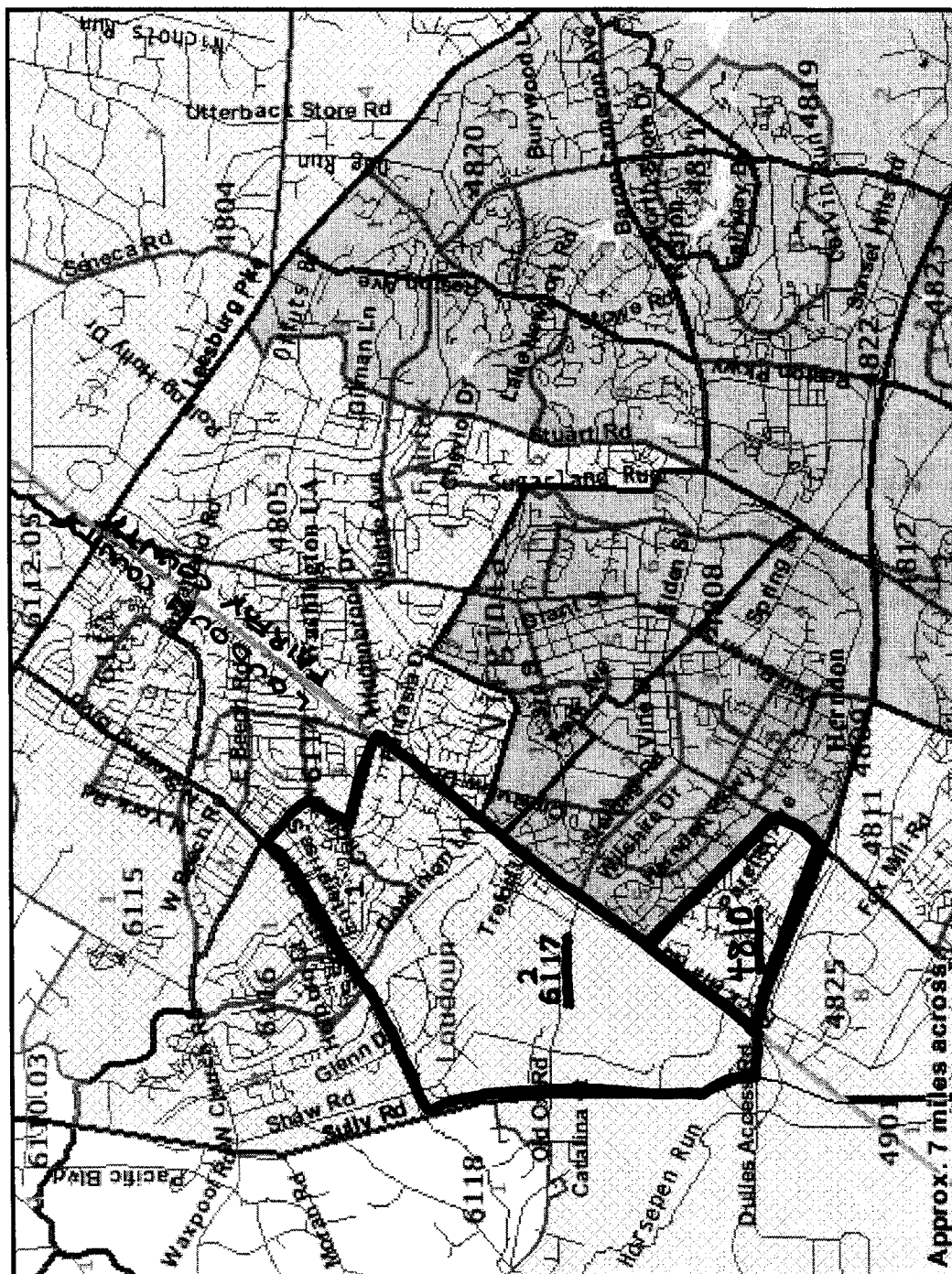
Area 3 includes part of Census Tract 6117. However, both block groups that make up Census Tract 6117 contain land area that is outside of Area 3 and north of the W&OD Trail. Most of the residential development within the Census Tract lies north of the the W&OD Trail in this area. However, a number of townhouse projects have been developed just west of the Town in this area in recent years. This is reflected in the fact that 268 housing units were added within Census Tract 6117 between 1990 and 2000, a growth rate of nearly 17%. Population grew by 485 persons. The Town of Herndon provided comments in opposition to the rezonings prior to the development of the residential projects in this area. The Loudoun County comprehensive plan calls for business rather than residential land use in this area.

CENSUS TRACT 6117 DATA:

2000 Population =	4,918
2000 Housing Units =	1,846
1990 Population =	4,331
1990 Housing units =	1,578



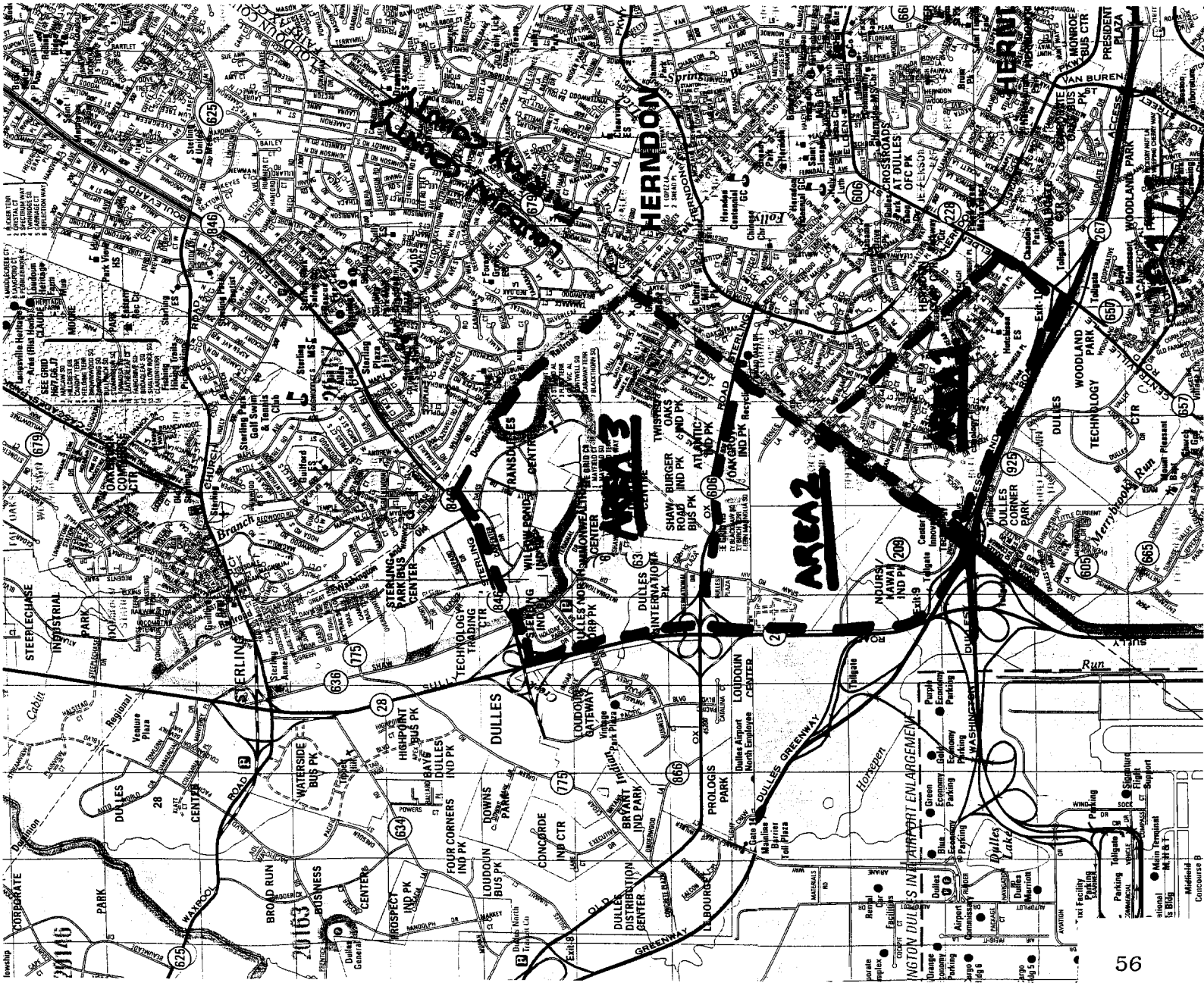
AREAS OF SPECIAL INTEREST THAT ARE ADJACENT TO THE TOWN OF HERNDON



Census Tract 4810 in Fairfax County and Census Tract 6117 in Loudoun County

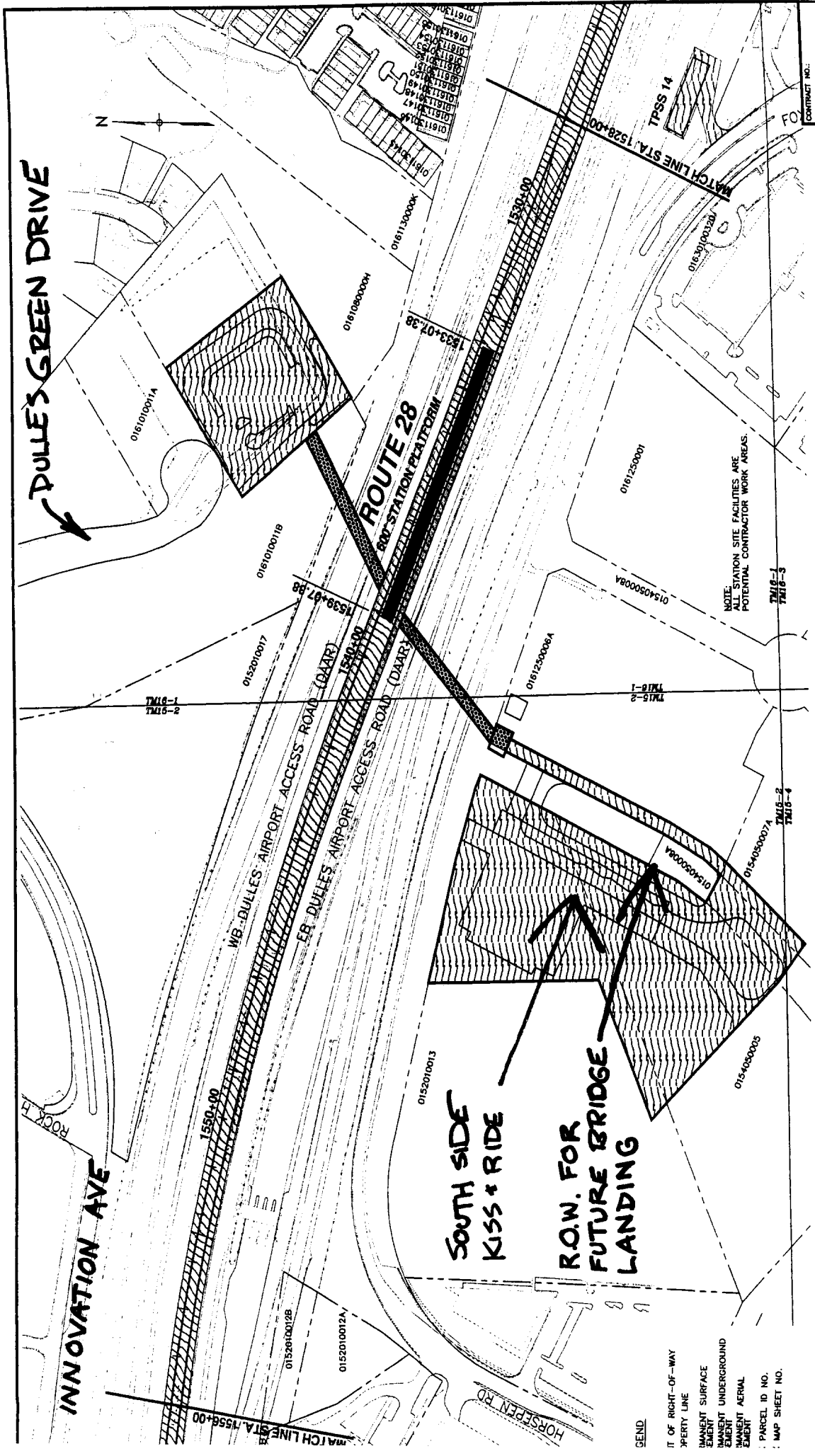
Note that both block groups of Census Tract 6117 include areas north of the W&OD Trail

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|-------------------|------------------|
| Boundaries | |
| | State |
| | '00 County |
| | '00 Census Tract |
| | '00 Block Group |
| | '00 Block |
| | '00 Place |
| | '00 Place |
| | '00 Urban Area |
| | '00 Urban Area |
| Features | |
| | Major Road |
| | Street |
| | Stream/Waterbody |
| | Stream/Waterbody |
- Items in gray text are not visible at this zoom level



DULLES GREEN DRIVE

INNOVATION AVE



PROPERTY IDENTIFICATION PLAN DULLES AIRPORT ACCESS ROAD D1 ALIGNMENT - ROUTE 28 STATION STATION 1528+00 TO 1556+00		SCALE: 1"=100' 0 50 100 CONTRACT NO.: GPN-R-024 DRAWING NO.: 024																																																																														
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Subdivision Review Authority and Annexation

One approach to address concerns about the scale and character of development near to the Town is to pursue the application of subdivision review authority as contained in the Code of Virginia at Section 15.2-2248. The law states that subdivision review authority may apply within a distance of two miles from the corporate limits of incorporated towns that are within Loudoun and several other counties. The law does not apply to Herndon since Herndon is not located in Loudoun County. New legislation would be required to allow this feature to apply to Herndon and to affect areas within Fairfax County and/or Loudoun County.

The existing law sets forth a process whereby the affected county must approve the granting of subdivision authority to a town or city.

“No such regulations or amendments thereto shall be finally adopted by any such municipality until the governing body of the county in which such area is located shall have been duly notified in writing by the governing body of the municipality or its designated agent of such proposed regulations, and requested to review and approve or disapprove the same; and if such county fail to notify the governing body of such municipality of its disapproval of such plan within forty-five days of the giving of such notice, such plan shall be considered approved.” (Va. Code S. 15.2-2248)

An alternate approach given that Loudoun and Fairfax Counties may or may not support the establishment of Town subdivision authority through legislation in the General Assembly would be annexation. The Town would need authority from the legislature to annex portions of Fairfax County and/or Loudoun County. Loudoun and Fairfax County property tax would not be directly affected by annexation of land into the Town. However, the addition of a Town property tax above the existing county property tax does have some complexity, given the following layers of existing or potential taxation:

1. Loudoun County or Fairfax County regular base real estate tax
2. Route 28 Transportation Improvements overlay tax district (most of the commercial property in the areas outlined is affected, in both Fairfax and Loudoun counties)
3. Future Dulles Rail Western Tax District* (Limited to property in Fairfax County, in the vicinity of the Route 28 Rail Station)
1. Future Town of Herndon regular real estate tax, if land is annexed to the Town.

While the Dulles Rail Western Tax District is yet to be established, an agreement was concluded very recently whereby MWAA takes over design and construction of Dulles Rail and the operation of the Dulles Toll Road from the Commonwealth of Virginia. This tax district as it has been discussed in the recent past would affect Fairfax County land only (including Town of Herndon). Loudoun County has stated that it plans to cover its project share through BPOL taxes or other means.

Having the Town of Herndon handle services and land use issues would relieve the counties of certain responsibilities in the affected areas, while tax revenues to the counties would not change, despite the addition of the Town property tax. Nonetheless, major economic development issues may be debated, since the areas in question have the potential for dense mixed use development oriented to transit and major highway facilities.

THE END

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